BAILY PRESS, TWELVE CERTS PER WERK, payable to the Carrier.

Mailed to Subscribers out of the City at Six Dollars PER ANNUM, FOUR DOLLARS FOR EIGHT MONTHS, THREE

DOLLARS FOR SIX MONTHS-invariably in advance for THE TRI-WEEKLY PRESS, Mailed to Subscribers out of the City at THREE DOL-

LARS PER ANNUM, in advance SEA BATHING.

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ATLANTIC CITY, N.J. TWO AND THREE-QUARTER HOURS FROM PHILADELPHIA.

ATLANTIC CITY is now conceded to be one of the most delightful Sea-side Resorts in the world. Its Bath- chasers. ing is unsurpassed; its beautiful unbroken Beach (nine miles in length) is unequalled by any on the continent, maye that of Galveston; its air is remarkable for its dryness; its sailing and fishing facilities are perfect; its hotels are well furnished, and as well kept as those of PFR Streets. Newport or Saratoga, while its avenues and walks are cleaner and broader than those of any other Sea-Bathing

place in the country. Trains of the CAMDEN AND ATLANTIC RAIL-BOAD leave VINE-STREET WHARF, Philadelphia Cally, at 7% A. M. and 4 P. M. Returning, reach Phila delphia at 9 A. M. and 7 P. M. Fare, \$1.80.

Bound-Trip Tickets, good for Three Bays, \$2.50. Dis-Sance, 60 miles. A telegraph extends the whole length of

SUMMER RESORTS. TGHT HOUSE COTTAGE, ATLANTIC CITY, the nearest House to the safest
part of the beach, is now open for the Season.
TRIBMS MODERATE.
NO LIQUORS SOLD ON THE PREMISES.
JONAH WOOTTON,
je24-3m
Proprietor.

MAMMANY HOUSE, NORTH CA-ROLINA AVENUE, near the Depot, ATLANTIC The subscriber takes pleasure in informing his former patrons and the public that he has reopened the above House, where he will be happy to please all who may favor him with a call.

je23-3m ELIAS ULEAVER. Proprietor.

HOTELS.

ST. NICHOLAS HOTEL, BOARD REDUCED TO \$2 PEB DAY.

Since the opening of this vast and commodious Hotel in 1854, it has been the single endeavor of the proprietor to make it the most sumptuous, convenient, and able home for the citizen and stranger on this side the Allantic.

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 of individual and social enjoyment which modern are has invented, and modern taste approved; and the pa-tronage which it has commanded during the past six years is a gratifying proof that their efforts have been appre-To meet the exigencies of the times, when all are re-tuired to practise the most rigid economy, the under-

HAVE REDUCED THE PRICE OF BOARD TO TWO DOLLARS PER DAY, same time shating none of the luxuries with which the has hitherto been supplied. their table has hitherto been supplied. 867-3m TREADWELL, WHITCOMB, & CO. A CARD.—THE UNDERSONAL AND LARGE STREET OF THE UNDERSONAL AND LEASE STREET, IN Washington. They take this occasion to return to their old friends and customers many thanks for past favors, and beg to assure them that they will be most happy to see them in their new quarters.

SYKES, CHADWICK, & CO.

Valv 16, 1861.

August 19. CARD.-THE UNDERSIGNED,

REMOVALS. REMOVAL.

PHILIP FORD & CO., AUCTIONEERS.

Have removed from 530 MARKET Street No. 525 MARKET ST., And No. 522 COMMERCE Street.

CABINET FURNITURE.

CABINET FURNITURE AND BIL-MOORE & CAMPION,

NICURE & CAMPIUN,

No. 261 South SECOND Street,
In connection with their extensive Cabinet Business are
now manufacturing a superior article of
BILLIARD TABLES,
And have now on hand wfull supply, fmished with the
MOORE & CAMPION'S IMPROVED CUSHIONS,
which are pronounced, by all who have used them, to be
superior to all others.
For the quality and finish of these Tables the manufacturers refer to their unmerous patrons throughout the
Union, who are familiar with the character of their work.
au25-6m

LOOKING GLASSES.

TMMENSE REDUCTION LOOKING GLASSES. OIL PAINTINGS, ENGRAVINGS, PICTURE AND PHOTOGRAPH FRAMES. JAMES S. EARLE & SON,

816 CHESTNUT STREET, Announce the reduction of 25 per cent. in the prices of al the Manufactured Stock of Looking Glasses; also, in Engravings, Picture and Photograph Frames, Oil Paintings. The largest and most elegant assortment in the try. A rare opportunity is now offered to make pur chases in this line For Cash, at remarkably Low Prices

EARLE'S GALLERIES, 816 CHESTNUT Street

PRESERVING JARS. FRUIT CANS AND JARS!

IMMENSE STOCK SELLING OFF AT NOMINAL PRICES AT Nos. 117 and 119 SOUTH TENTH STREET. The large wholesale stock of

ARTHUR'S FRUIT CANS AND JARS, Now selling off at an IMMENSE REDUCTION.

I am now selling off, at RETAIL, the entire stock of the late firm of Arthur, Burnham, & Gilroy, N. E. cor-per Tenth and George streets, consisting of ARTHUR'S FRUIT CANS AND JARS. "OLD DOMINION"

COFFEE AND TEAPOTS, PRATT'S SELF-VENTILATING MILK PANS; PRATT'S SELF-VENTILATING BREAD AND CAKE BOXES. ICE CREAM FREEZERS, &c.

**No such chance as this will again occur for get-ling the above well-known articles at a very low price. Now is the time for Housekeepers to secure a supply of Fruit Jars for the season, at a small cost. CHARLES BURNHAM, N. E. corner TENTH and GEORGE Streets, Phila-

GLASS ABOVE. GLASS BELOW, GLASS ON ALL SIDES.
of being poisoned with Metal in using the MARTELL JAR.
HARTELL & LETCHWORTH,
au10-2m Glass Warehouse, 13 N. FIFTH Street.

ALL PERSONS PUTTING UP
A FRUIT, &c., are especially invited to call and
examine the HARTELL JAR, recommended by Dr. Atfee, Prof. Booth, and others, and see Silver Modals and
First Premium Diplomas, which have never failed being
awarded when placed in competition with other Jara.

HARTELL & LETCHWORTH,
aul0-2m Glass Warehouse, 13 N. FIFTH Street. BUSINESS NOTICES.

PETTIT, REAL ESTATE
BROKER, and CONVEYANCER, No. 309
WALNUT Street, first floor, back, Philadelphia.
Will attend to the Purchase, Sale, and Exchange, of
Beal Estate in the city and country. Money invested in
and procured on mortgages.

se2-tf TOHN WELSH, Practical SLATE

ROOFER, THIRD Street and GERMANTOWN d, is prepared to put on any amount of BOOFING, the most MODERATE TERMS. Will guaranty to make every Building perfectly Water-tight.
Orders promptly attended to. RILE MANUFACTORY,

211 NEW STREET.
Files and Rasps of every description, and good quality, made to order, at the above establishment.
WHOLESALE AND BETAIL,

at manufacturer's prices:

Becutting done in a superior manner.

apl-d6m

J. B. SMITH. EVANS & WATSON'S

SALAMANDER SAFES.

STORE,

SO4 CHESTNUT STREET,

PHILADELPHIA, PA.

A large variety of FIRE-PROOF SAFES always
On hand.

NOTICE—Bondholders of the Pitts-burg, Fort Wayne, and Chicago Railroad Company.—Holders of bonds of the Ohio and Pennsylvania Bailroad Company, of the Ohio and Indiana Railroad Company, of the Fort Wayne and Chicago Railroad Company, of the Yarious classes, and of the Pittsburg, Yort Wayne, and Chicago Railroad Company, who have subscribed the agreement of reorganization, are required, without delay, to deposit their bonds with John Ferguson, Trustee, 35 Pine street, New York city, in conformity to said agreement.

Holders of any of the above bonds who have not subscribed the said agreement are notified to do so without further delay.

The sale of the said Railroad will take place on the 24th of October, 1861, and all persons omitting to subscribe the agreement for reorganization, or omitting to deposit their bonds in season for the use of the purchasing agents at the sale, will be liable to be excluded from participating in the purchase. In the saie, will be made to be calculated.

Ing in the purchase.

The parties holding these bonds in Philadelphia or clinity can deposit them with J. Edgar Thomson, at the office of the Pennsylvania Raflroad Company.

New York, Sept. 12, 1861. J. F. D. LANIER,

Chairman of Purchasing Committee.

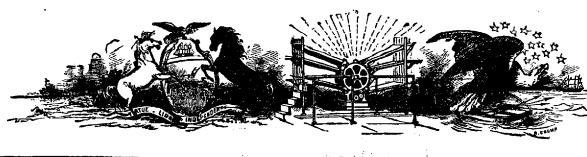
John D. Ferguson, Secretary.

self-12t

ple Gin, in pipes and three-quarter pipes, for sale from bonded warehouse, by

JAURETCHE & CARSTAIRS,

202 and 204 South FRONT Street.



a produce

VOL. 5.—NO. 41. PHILADELPHIA, THURSDAY, SEPTEMBER 19, 1861.

CLOTHS AND CASSIMERES. NET CASH CLOTH STORE.

ELLIS & HARROP.

NO. 225 MARKET STREET, UP STAIRS. A new and desirable Fall Stock of Cloths, Cassimeres, Vestings, &c., sold low for cash, in lengths to suit pur-

EDUCATIONAL.

A CADEMY OF THE PROTESTANT EPISCOPAL CHURCH, LOCUST and JUNI-The Autumnal Session will open on MONDAY, September 2d, at 9 o'clock A. M. Applications for admission may be made at the Acalemy on and after August 28th, between the hours of 10 demy on and atter Augustian and 12 o'clock in the morning.

JOHN W. ROBINS, A. M.,

Head Master.

RDGEHILL SCHOOL, PRINCETON, N. J.

PRINCETON, N. J.

A HOME FOR BOYS. Pupils prepared throughly
for college or for business. The school promises contain thirteen acres, providing amply for lawn, playground, and garden. Terms \$125 per session.
For circulars, address
Bev. J. P. HUGHES,
au15-ths&tutocl
Principal.

GEORGE L. WALKER, COMPOSER of the celebrated DOUGLAS GRAND MARCH, Woodburn Polka, Geraldine Waltz, and other popular pieces, will receive a few more SCHOLARS on the PIANO-FORTE. Same method as taught by the first artistes of Europe and this country. Mr. WALKER'S pupils rank among the best performers in this city, professional and gonetar. OFFICE_S. E. corner of SEVENTH and ARCH

DOLYTECHNIC COLLEGE, WEST

C'AUNDERS' INSTITUTE, MAR-

who are not entered before they are seventeen years of age will pay an extra sum of \$25 per session. This advance is not made in the case of those who become members of the Seminary before reaching that age.

A large reduction is made in favor of young men who are preparing for the ministry.

Further information may be obtained from the Principals, or from the following persons, who are among those who have Sons or Wards boarding in the Seminary at the present time:

who have Sons or Wards boarding in the Seminary AT THE PRESENT TIME;
Mr. William Allen, Philadelphia; Hon. Joshua Baker, Franklin, La.; Mrs. E. V. Bennet, Williamsport, Pa.; Hon. Wm. Bjeler, Clearfield, Pa.; Hon. N. B. Browne, Philadelphia; Mr. James Burke, Jr., Philadelphia; Prof. P. A. Cregar, Principal of the Girls' High School, Philadelphia; Mr. H. J. Crocheron, Mobile, Ala.; Mr. A. F. Damon, Philadelphia; Mr. W. C. Denny, Pittsburg, Pa.; Mr. F. P. Dimpfel, Darby; Mr. W. Firmstone, Easton, Pa.; Mr. H. N. Fitzgerald, Philadelphia; Hon. J. W. Forney, Editor of The Press, Philadelphia; Mrs. Caparis, Narvack, N. I. M. Wm. J. Horstman, Philadelphia, Phi Forney, Editor of The Press, Philadelphia; Mrs. C. Guerin, Newark, N. J.; Mr. Wm. J. Horstman, Philadelphia; Mr. W. Irvin, Clearfield county, Pa.; Mr. Wm. Kennedy, Philadelphia; Mr. Joseph Kerr, Philadelphia; Mr. Joseph Kerr, Philadelphia; Mr. John Leisenring, Superintendent and Chief Engineer Lehigh Coal and Navigation Company, Mauch Chunk, Pa.; Hon. J. W. Maynard, Williamsport, Pa.; Mr. P. R. McNeille, Philadelphia; Mr. W. Reed, New Brunswick, N. J.; Mr. C. E. Thompson, Chicage, Ill.; Mr. T. B. Wattson, Philadelphia; Mr. B. H. Bartol, Philadelphia; Mr. James Sykes, Washington. au31-1m MISS LUCY R. MAYER WILL RE-

SPRUCE Street, on MONDAY, September 9th. sel3-lm MISS C. A. BURGIN will reopen ther school for YOUNG LADIES, at 1010 SPRUCE Street, September 16. ONG'S ACADEMY FUR YOUNG MEN AND BOYS, Corner EIGHTH and BUT-TONWOOD Streets. Classics, Mathematics, Full ONG'S ACADEMY FOR YOUNG Counting House Course of Book-keeping. Penmanahir. Ac. F. DONLEAVY LONG. A. M. Principal, 867-1212

REV. J. I. HELM WILL REOPEN bis School for GIRLS, at 1525 WALNUT Street, September 12th. NORMAL MUSICAL INSTITUTE, JOHN BOWER, Principal. Street, Philadelphi MR. WINTHROP TAPPAN'S
BOARDING and DAY SCHOOL for young ladies, will reopen at No. 1615 SPRUCE Street, on WEDNESDAY, September 18.

TIROY FEMALE SEMINARY. This Institution offers the accumulated advantages of nearly fifty years of successful operation.

Every facility is provided for a thorough course of useful and ornamental education, under the direction of a corps of more than twenty professors and teachers.

For Circulars apply to JOHN H. WILLARD, Troy, N. Y., or D. W. O'BRIEN, S. E. corner SIXTH and WALNUT, Philadelphia.

CERMANTOWN FRENCH AND ENGLISH BOARDING AND DAY SCHOOL MAIN Street, second door below JOHNSON Street. Madame F. DROUIN and M'lle Em. ROSSET having removed their School to Germantown, will epen on MONDAY, the 16th inst. A deduction of ten per cent. will be made on pupils engaging before that time.

REFERENCES.—Rt. Rev. Bishop Potter, Pa.; Rt. Rev Bishop Odenheimer, N. J.; Rev. Benjamin Dorr, Philadelphia; Rev. Mr. Bodney and Bev. Mr. Atkins, Germantown.

864-toc1*

OXFORD FEMALE SEMINARY,

OXFORD, Pa., accessible by the Baltimore Central Railroad. The Forty-sixth Session will open on WEDNESDAY, Nov. 5. Terms \$75 per Session. For Circulars, address sc11-1m Principal. MERMANTOWN INSTITUTE.

MAIN Street, above Price.
The above Institution will be opened for the reception of Young Gentlemen SEPTEMBER 9th, 1861.
Further particulars on application to WM. H. McFADDEN, A. M., Principal,

REMOVAL.—THE ACADEMY FOR
BOYS, formerly located at the N. E. corner of
Tenth and Arch streets, has been removed to No. 142 N.
TENTH Street, and will be reopened on MONDAY, September 2d, 1861. A few pupils can be accommodated with
board. For circulars, apply at the school.
au29.1m T. BRANTLY LANGTON, Principal. MISS M. W. HOWES' YOUNG LADIES' BOARDING AND DAY SCHOOL will reopen on WEDNESDAY, 11th September, at 1525 CHESTNUT Street.

DRIENDS' ACADEMY FOR BOYS AND YOUNG MEN, East of 41 North ELE-VENTH Street, reopens Ninth month (September) 2d. All denominations admitted. \$12 per term of 22 weeks. \$127-Im W. WHITALL. THOMAS BALDWIN'S ENGLISH

CLASSICAL INSTITUTE,

DEAN Street, above SPRUCE.
The CLASSICAL INSTITUTE will resume its duties on MONDAY, September 2d.

J. W. FAIRES, A. M.,

J. W. FAIRES, A. M., CENTRAL INSTITUTE, TENTH TEMBER 2d. Boys prepared for Business, College, or any Division in the Public Grammar Schools. Call at h between 9 A. M. and 12 M. H. G. McGulle, A. M., Principal. ENDUCATION OF YOUNG LADIES.

The duties of the SPRING GARDEN INSTI-TUTE, No. 611 MARSHALL Street, will be resumed on MONDAY, the 2d of September. Ten pupils may find a Christian home in the family of the Principal. GILBERT COMBS, A. M., au24-1m Residence No. 608 MARSHALL Street. DENN INSTITUTE—Southeast THIRTEENTH and FILBERT Sts., recorner THIRTEEN IN the state of TOUNG LADIES' SCHOOL-No.

903 CLINTON Street—Established by Prof. C. D. CLEVELAND in 1834. The duties of the school will be resumed by the subscriber, on MONDAY, September 9. [au22-1m] PLINY E. CHASE. R NGLISH AND CLASSICAL Building, at TWELFTH and CHESTNUT Streets, will be removed to the larger Hall, directly over Mr. Hassard's store, in the same building, and will be reopened at NONDAY (the Savtember 1) on MONDAY, 9th of September.
CHARLES SHORT.

DORDENTOWN FEMALE COLand Amboy Railroad, thirty miles north of Philadelphia.
Special attention paid to the common and higher English
branches, and superior advantages furnished in vocal
and instrumental Music. German and French. Session
commences September 16. Address

Rev. JOHN W. BRAKELEY, A. M.,
au21 1m*

THE MISSES CASEY and MRS. ■ BEEBE will re-open their English and French Boarding and Day School, No. 1703 WALNUT Street, on WEDNESDAY, the 11th of SEPTEMBER. au20-1m MISS MARY E. THROPP will redies, at 1924 SPRUCE Street, Philadelphia, on MONDAY, September 9th. Circulars, containing full information, to be had on application. THE PRIVATE SCHOOL FOR BOYS, in the Philadelphia City Institute, North-east corner of CHESTNUT and RIGHTEENTH Streets, will reopen MONDAY, September 2, 1821, au16-2m*

L. BURBOWS, Principal. A. BACHMANN, Pianist, at the Nor-street, gives instructions on the Piano, Organ, and Mo-lodeon.

MARKET STREET IS THE

1010 PLACE.—I have now on hand a stock of
MUSLINS that cannot be surpassed in the city, many of
which I will guarantee to sell cheaper than they caa be
bought. Having purchased them for cash at very low
prices, I am disposed to give the public the benefit of it
by selling them very cheap. Heavy bleached Shirting at
6% by the piece, worth 7 by the case; still heavier at
7%; I case; 34-inch wide, at 9 cents, has been sold at 10;
full yard wide and fine at 0%; very fine 10%; very
heavy 11 cents; and the fine water Twist 12% cents.
Fruit of the Loom, Wamsutta, Williamsville, and New
York Mills now on hand at the very lowest prices. One
case 1% wide heavy Sheeting at 12% cents, worth 14by
the case; and one case of those very heavy Huguenot
Sheetings, 3 yards wide, 37% conts, worth 40 cents
wholesale. These are the heaviest Sheetings now made.
All these goods are the last that will be sold at the present prices.

GRANVILLE B. HAINES,
sel8-4t

1013 MARKET Street, above Tenth.

RETAIL DRY GOODS.

WILLIAMSVILLE, WAMSUTTA, Penn, Bates, Amoskeag, and Bellows Falls
BLEACHED MUSLINS. V. E. ARCHAMBAULT,
Northeast corner ELEVENTH and MARKET Streets,
will open this morning yard-wide bleached Muslins at
8, 0, 10, 11, 12½, 13½, and 14½ cents; Shirting width
Muslins at 6, 7, 8, 9, and 10 cents; heavy and fine Sheeting and Pillow-case Muslins from 10 to 31 cents; fine
white Flannels 12, 18, 25, 31, and 37 cents; heavy
bleached and brown Canton Flannels 10, 11, and 12½
cents; cheap Towelling and Table Linens; new-style
fail Detaines and Chintzes; Shepherd's Plaids at 31 cents;
rich fall Poplins at 50 cents. Wholesale and Betail Dry
Geods and Carpet store, Northeast corner ELEVENTH
and MARKET Streets

COMMENSATIONERS

COWPERTHWAIT & CO., N. W. corner EIGHTH and MARKET Sts.
Have just received
1 bale of Gray Twilled Flannels.
1 box heavy unbleached Canton Flannel at 10c.
200 pe. new autumn-style Prints at 10c.
Balmoral Skirts, latest styles and colorings.
A handsome lot of printed Goburgs, 1 yd. wide, at 31c.
A very cheap lot Damask Table Linens.
Our 25 cent White Flannels are the best in the city.
sol8-if

WHOLESALE STOCK AT RE-

It is highly important that Ladies should remember NO. 726 CHESTNUT STREET,

PRICE, FERRIS, & Co., are closing out their wholesale stock of LINENS WHITE GOODS, LACES, AND EMBROIDERIES, at prices far below what this class of goods can be pur chased for clsewhere. Wishing to make room for a few choice new Goods, we

will close out our present stock of "Lace Sets," at just half price. Lace Sleeves at 30 cents, worth 50 cents; at 50 cents, worth \$1, and at 75 cents, worth \$1.25. Just opened a very choice lot of Cambric Edgings and Insertings without the Herring-boning, at prices, below present cost of importation. Also a few very choice styles of Jaconet and Swiss Collars very cheap. Ladies wishing any of the above will find themselves, amply repaid for the trouble of a call by an inspection of our stock.

will find it much to their advantage to give us a call PRICE, FERRIS, & CO., NO. 726 CHESTNUT STREET. LYRE & LANDELL, FOURTH AND

Retail Merchants wishing anything in our lin

ARCH Streets, are opening their usual assortment Rich Fall Dress Silks. Figured French Poplins. All-wool Rich Fall Delaines. Printed French Merinoes. Woolen Foulards, new Fabrics. Fall Shawks, new Posigns.
Fall Shawks, new Designs.
Fine grades of Black Dress Silks.
New Goods, opening Daily.
RYRE & LANDELL,
FOURTH and ARCH Street

WATER-PROOF CLOTH CLOAKS, BLACK MIXED.
Repellant Cloths, Brown Mixed.
Repellant Cloths, Gipsy Hoods.
Light Cloths, for Fall Dusters.
EYRE & LANDELL,
FOURTH and ARCH Streets. se 17

A UTUMN DRESS GOODS.

SHARPLESS BROTHERS have opened a handsome STOCK of GOODS,
Specially adapted to the times, Specially adapted to the times, Consisting of NEW FABRICS at LOW RATES, in and Figured Black Silks, Plain and Figured Black Silks,
Rich plain colored Poult de Soies,
French Merinos, very cheap,
Paris Fancy Cashmeres and De Laines,
Velours, Droguets, Reps, Ottomans,
Black De Laines, Merinos, Bombazines,
New Styles Fine Blanket Shawls,
Broche and new Fancy Shawls,
French and English wide Chintzes,
Calicos in immense variety,
New Goods in Men's wear,
Boys' Cassimeres and Coatings,
self CHESTNUT and EIGHTH Streets.

NEW FALL DRESS GOODS.

NEW FALL DRESS GOODS,

New Styles of Fall Silks.
Good Black Silks at 75, 81, and 87%C.

Hich Printed Merinoss and Cashmeres.

Rich All-Wool Reps, all colors.

Black and White All-Wool Plaids,

New Fall Delaines.

Beautiful Mohair Brocades at 18%C.

Cheap Stella Shawls.

Stella Shawls of all grades and qualities.

BALMORAL SKIRTS,

Largest sizes, and best colorings and styles

At \$2, worth \$2.

Cheap Canton Flannels and Muslins.

New Goods opening daily.

H. STEEL & SON,

sel4 if No. 713 N. TENTH St., above COATES. THE ARCH-STREET CLOAK AND

MANTILLA STORE. NEW FALL CLOAKS. WATER-PROOF TWEED CLOAKS. RLACK CLOTH CLOAKS. RIACK CLOTH CLOARS.

EVERY NOVELTY AT MODERATE PRICES.

JACOB HORSFALL,

8u31-6m N. W. corner TENTH and ARCH Sts

One Lot of Dark Wool De Laine. One Lot of Dark Cotton and Wool De Laine. One Lot of Mohair Poplins. One Lot of Ladies' Cloths.

Will open this morning, from a bankrupt sale, the following goods, which are decided bargans:
One Lot of Plaid Muslins at 18%, worth 37%.
One Lot of Plaid Muslins at 25, worth 37%.
One Lot of Ladies' L. Cambric Handkerchiefs, 12%
One Lot of Ladies' L. Cambric Handkerchiefs, 15.
One Lot of Gents' L. Cambric Handkerchiefs, 25.
One Lot of Dark Linen at 25, worth 37%, at 30 JOHN H. STOKES,
au30 702 ARCH Street.

CHEAP DRY GOODS—STILL FURTHER REDUCTION IN SUMMER STOCK, in order to insure sales and realize Cash.
Fine Chintz colored Paris Organdies.
Do. do. Paris Jaconeta.
Medium style do. do.
Dark Brown Lawns, 12½ cents.
Silk Challies, Bareges, Barege Anglais, Gray Goods,
Poplins, Mous de Laines, &c.
Black Tamartine Crape de Espang, &c.
Foulard Silks and Milanese, &c.
White Goods in variety.

White Goods in variety.

A fine line of plain Swiss Muslins, 12½ to 50 cents.
Black Lace Manties, Bournous and Points.
Black and Colored Stella Shawls.
A very cheap lot of Linen Cambric Hdkfs.
A good stock of Flannels and Domestic Goods at the A good Block of American for cash only.

CHARLES ADAMS & SON,

1y20-ff EIGHTH and AROH Streets.

1861.—MEMORABLE YEAR!! VERY LOW PRICES!
STILL MORE REDUCED!
THORNLEY & CHISM,
N. E. CORNER EIGHTH and SPRING GARDEN,

Want to sell their stock clean off,
And have consequently
BEDUCED THEIR PRICES,
VERY LOW, INDEED. VERY LOW, INDEED.

Fancy Silks a little over half price.
Some styles of Dress Goods at half price.
Lace Mantles, Pointes, Eugenies, &c., very cheap.
Black Silks, cheapest in Philadelphia.
A great variety of Gray Goods, Lawns, &c., &c.
A very large stock of Domestic Goods
A very large stock of Linen Goods.
Cloths, Cassimeres, Vestings, &c., &c.
N. B.—This is a BARE CHANCE to get goods unusually cheap.
THORNLEY & CHISM,
N. E. corner EIGHTH and SPRING GARDEN.
N. B.—From this date, July 9, Terms "Cash on De-

FALL AND WINTER
Cassimeres, Cloths, Satinets. Cassimeres, Cloths, Satinets, Tweed Cassimeres and Fall Jeans. Woollen, Silk, and Valencia Vestings. Fine Black and fancy Cassimeres.
Goods especially for BOYS' WEAR. COOPER & CONARD, S. E. corner NINTH and MARKET. FALL AND WINTER
English and American Prints

English and American Prints.
Neat and gay figured Delaines.
All-wool plain and figured Delaines.
New Goods opening daily.
COOPER & CONARD,
S. E. cor. KINTH and MARKET. DLACK DRESS GOODS.—

Black French Poplins.
Black French Merinoes.
Black Mool Delaines.
Black figured Alpacats.
Black figured Alpacats.
Black Silks and Bombazines.
Black Alpacas, Chintzes, Mohairs, &c.
COOPER & CONARD,
S. E. COTHET NINTH & MARKET. TINGLISH CANTON FLANNELS— Both single and double napped, at old prices.

SHEPPARD, VAN HARLINGEN, & ARRISON, se7-if 1008 CHESTNUT Street. LINENS, HOUSE-FURNISHING GOODS, FLANNELS, DOMESTIC MUSLINS, &C.—The largest assortment in the city, at lowest prices SHEPPABD, VAN HARLINGEN, & ARRISON, BCTH.

DHILADELPHIA TERRA-COTTA WORKS.
Office and Warercoms, 1010 CHESTNUT Street. Office and Warerooms, 1010 OHESTNUT Street Ornamental Chimney Tops.
Garden Vasce and Statuary.
Encaustic Flooring Tile.
Architectural Ornaments.
Ventilating and Smoke Flues.
Bidge 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 letter.

S. A. HARRISC

g. A. Harrison, 1010 Chestnut Street. mh27-tf

THURSDAY, SEPT. 19, 1861.

Authors and Books. BULWER-DICKENS-ALEXANDRE DUMAS. It is stated, in a London paper, as with au-

thority that, for "A Strange Story," now simultaneously appearing in Dickens' All the Year Round and in Harper's Weekly, as much as one hundred pounds a week is paid to Bulwer, its author. What he may additionally receive from Messrs. Harper, this deponent knoweth not, and therefore cannot say. As this romance—which is totally unlike any of Bulwer's previous productions—will run through Dickens' periodical for six months, one hundred pounds a week makes a pretty total of £2,600, or \$13,000, and we take it, as Bulwer retains the copyrights of all his own works, that the profits from the sale of a "Strange Story," when issued in the regular three-volume manner, will be exclusively the writer's. Recollecting that John Milton was paid only five pounds for "Paradise Lost," to receive five pounds more after 1,300 copies had been sold, the contrast between the remuneration for literary labor two centuries ago and now is very marked indeed. Scott and Bulwer, gion of this State. Thackeray and Dickens, cannot have received between them less than £500,000,—making for each an average of \$625,000. We believe that this estimate is greatly under the

actual receipts. Bulwer's story in All the Year Round will be followed, we understand, by a tale from the pen of Wilkie Collins, author of "The Dead Heart" and "The Woman in White," which will run through nine months. This full occupation, during the next fourteen months, of Dickens' own periodical, countenances the belief that he is engaged on another story, to be produced in the old manner, in monthly numbers, with the familiar green covers and illustrations by "Phiz."

Independent of the literary success of Dickens' new work, "Great Expectations," its pecuniary results must have been very great. Its regular appearance, week after week, in All the Year Round, greatly increased the circulation of that periodical. It has since been published in three volumes, price \$7.56, and the demand for it, in this form, has been considerable. Moreover, Messrs. Harper, of New York, and Peterson & Brothers, of this city, actually paid \$5,000 to Mr. Dickens, for the privilege of republishing the story here. It was largely read in Harper's Weekly, and the hardy seamen into its navy to sweep the seas and Petersons have issued it in book form, with | hold the seaboard. and without illustrations. They have already got into the third edition, in 8vo. and 12mo., with thirty-four engravings after designs by John McLenan, whereas the English editions have no illustrations. We cannot see, on what principle of fair play, any other than Petersons' "Great Expectations" can be published. Theirs, liberally paid for in advance, nine | promised that I the Government would pay them. Neither men nor months ago, is actually the author's edition. ordnance was supplied, and while the Commoneteness and neatness of Petersons

Dickens will always give it the superiority. We have already given our opinion of the skilful dramatization of "Great Expectations," and its production and performance at Walnutstreet Theatre, where it will probably have a long run. It is singular enough that though Dickens' own play, "Village Coquette," did not succeed, more dramas have been made from his writings than from the writings of any other person. Many of Scott's novels, and a few of Bulwer's have been dramatized. but quite an armful of plays have been made out of Dickens. Pickwick and Nickleby, Oliver Twist and Dombey, Bleak House and the Tale of Two Cities, and three or four of the Christmas Stories, have been adapted to the stage, and now we have his last and not least striking tale palpably put stage effect, scenery, and very good acting. Of course, this is a wonderful advertisement for the book itself. Whoever sees the play should first read

All the world has heard of Alexandre Dumas, the celebrated writer, whose "Three Mousquetaires" and "Count de Monte Chris- | Europe should join hands with the South, there is to" are as well known, by translations, as the fictions of Scott, Bulwer, Dickens, and Thackeray. He has described himself, in his Memoirs, as author of twelve hundred volumesand though French volumes are small and thin, with a rivulet of type meandering through literary matter bearing his name is immense. has written, because it has been Monsieur Dumas' habit to employ others to write for him, correction and revision being all, beyond the general idea of the plot and invention of the leading characters, which the reputed author

does himself contribute. Dumas' grand-father, the Marquis Antoine a marriage—with a negress, named Tiennette Dumas. A son, the fruit of this connection, grew to manhood in France, and immediately after the outbreak of the first Revolution, rose rapidly in the military service. He was General of Division in 1794, but, disgraced under the Empire, retired into private life, without fortune, and died in 1806. His only son, the voluminous author, was born in July, 1802. Dumas' appearance shows his African descent. He has the color of a mulatto, with the curly hair and thick lips of his grandmother, the sable Tiennette Dumas. There is an anecdote about this which is lively enough. An impertinent person, with more curiosity than politeness, having met Dumas in society, immediately button-holed him, and commenced playing the inquisitor. "You are dark-complexioned, Monsieur Dumas?" "I know it," answered Alexandre. "Your father, he was darker still. How came it so?" Dumas, angry at this questioning, answered, "My father had a negro for his mother—and her parents were -- " "What were they?" asked

the querist. "They were monkies, Monsieur. Many years ago, there was a criminal trial at Rouen, arising out of the death, in a duel, of M. Dujarrier, conductor of La Presse, in Paris. This was the journalist to whom Lola Montez was attached and betrothed. A legal investigation of the circumstances which caused Dujarrier's death took place, as we have mentioned. Alexandre Dumas was one of the witnesses examined. The judge asked him, 66 M. Dumas, what is your profession?" With an air and manner of mock-humility, he replied, "If I were not in Rouen, the birth place of the great Corneille, I should say that I am a dramatist." The judge put him down by quietly answering "Monsieur-there are de-

grees in all things." We have not the least idea of giving a biography of Dumas, but have been led into these anecdotes, by seeing it stated in a foreign ly died in Paris. This gentleman, who was a Arsenal at Sixteenth and Filbert streets, there very poor writer, happened to be cousin to the would be a hope that that valuable building would Adolphe brought out a play at the Odeon, and begged Alexandre to be present, adding "You are not jealous of me? There were two Corneilles, why should there not be two Dumas?" [Pierre Corneille was author of the "Cid," and his younger brother, Thomas, wrote fortytwo plays, not one of which rose above the level of mediocrity.] "Certainly," said the author of the Trois Mousquetaires, "it only remains to be seen which is Pierre and which is Thomas." The new play was unsuccessful, and, when the curtain fell, Alexandre Dumas called out in a loud voice, " Good bye, Thomas !"

MRS. Bowers.-This actress, who has been in England for some time, was advertised to perform at Sadler's Wells' Theatre on Saturday, September night before going to London.

OUR PORT AND THE WAR. SEIZURE AND CONFISCATION OF VESSELS

OPERATIONS AT THE SHIP YARDS.

THE DEFENCES OF THE DELAWARE. The port of Philadelphia is the second in the land, and a due understanding of the part it has played in the present war may not be uninteresting. It is the nearest loyal port, with the exceptions of Baltimore and Washington, to the seat of war, and the two latter are in such close proximity to the rethe two latter are in such close proximity to the re-bellion, that Government is not disposed to place any considerable trusts in their grasp. It is, of of shipsmiths \$56,000. About \$50,000 are invested any considerable trusts in their grasp. It is, of course, impossible to make a complete statement of the resources of the port of Philadelphia; and the war matters that have transpired upon the Delaware, since hostilities began, can be but in part reviewed. A general explanation of the functions and advantages of the port may not be out of place in the beginning.

THE COAL WHARVES, ETC. Much of the immense supply of fuel used upon Government vessels at Washington, and by the garrisons of the coast, fortresses, and naval stations, is shipped from Philadelphis. Now that the war has necessitated a large invrease of the naval flotilla, enlarged supplies of void will be demanded, and these must be furnished at the Richmond and Schuylkill navigation wharves by the great coal re-To other and not less important uses must our

port be put, by reason of its naval station. The Government has the use of no single navy-yard south of Washington, and the navigation of the Potomac being now imperilled, most of the Government steamers will come to Philadelphia, as the nearest station, for outfit and repairs. Many of the prizes taken by our ships will be hauled up the Delaware and sold by the U.S. marshals at our wharves, and the proximity of Philadelphia to the seat of war will pecessitate the passage over the Delaware of troops, provisions, and war muni tions from New York and the East. Had those most interested been slive to the crisis, and the changes it will occasion, they would have seen in the war great opportunities to make our port the first in America. In the event of disunion-a thought which none will for a moment admit-Philadelphia would be the city most adjacent to the border, and on the great highway of travel from the East to the South. And had our legislators preferred the advancement of the Commonwealth to their own selfish schemes of aggrandizement, by endowing our navy yard with competent machinery ordnance foundry, enlarged barracks, and a good dry-dock, all of these improvements would have been of the highest utility at the commencement of this struggle and hereafter. The war has already raised the number of navy-yard operatives from three hundred to two thousand, and given our shipbuilders a large amount of valuable work. It has put into operation many of the great cotton, woollen, and machine mills, and taken hundreds of our

OUR DEFENCES are neither of use for the detention of prisoners nor strong enough to offer any insuperable opposition to the approach of an enemy. They remain as when Gen. Pleasonton wrote to the authorities at Washington early in May, when British intervention was not improbable. He earnestly asked ordnance, and promised that Pennsylvania would furnish men if three several efforts were made to remove them to Virginia. Fort Mifflin, with its rotted gun-carriages and feeble platforms, the dikes broken and the ditches filled up, was garrisoned for some time by Captain Harvey's company, at an expense of \$3,000 to the city. The Government would not give them rations, and the men were finally with-drawn. Without a piece of ordnance that can

safely be fired, and with no garrison, Fort Mifflin at present, can serve but to annoy us. Sergean Bromley commands the place, and the valuable naval magazine, adjacent, is guarded by a crippled soldier who keeps a man or two. Fort Delaware, incomplete, mounts less than fifty gins, and has a paltry garrison of as many men. We have no revenue cutter permanently stationed upon the river, and the splendid advantages of our harborséém purposely exposed, to invite marauding seller steamer, might suffy the Varktown, or any the fort would not know then true character. In fact, the Delaware is next to defenceless, and this truth is too sober to be kept secret from the people; for they must take measures to provide for the safety of the city. In this war no issue is impossible, and if the army of the Potomac is devoted, Philadelphia will offer a rich winter habitation to the rebels. If, by any means, the great Powers of nothing to prevent an armada from riding up the Delaware to the bombardment of Philade The Government is too much engaged with the common difficulty to guard the safety of any special locality, and the citizens should contribute, through Councils, for the defences of this port, in hope of reimbursement from Congress, when the great trial

a vast meadow of margin, still the amount of has been passed. New York is attending to this matter, although the former defences of that city We will not say the literary matter which he has written, because it has been Monsieur Du
The following armament is now being mounted. there: 56 guns at Fort Richmond, 51 guns at Battery Hudson, 51 guns at Fort Wood, 47 guns at Fort Schuyler, and 37 guns at the new work partly finished on Sandy Hook, making a total of 212 guns, which, in addition to the existing armament, make the number of guns for the defence of the city greater than that provided for most of the for-Davy de la Pailleterie, while Governor of tified harbors of Europe. They are also giving Saint Domingo, formed a very intimate ac- attention to the construction of additional casemated water batteries and land defences, contiguous and adjacent to the existing forts, on which additional guns will be mounted. It is to be lamented that, while the Empire City is to be so well secured, Philadelphia is to trust to

its own people for preservation. General Pleasonton has written repeatedly to both the State and general authorities. If the city is to be outlawed, let it learn, like its neighbor, to secure itself. A glance at the condition of the city troops shows pieture somewhat more pleasing: SPECTIVE.

SMALL ARMS IN TOWN, AND BATTERIES IN PER-The city first made purchases of arms and ammunition through the Mayor, but since the Committee on Defence and Protection has had the matter in charge, they have purchased 2,500 muskets, about one half of them Maynard primers, the others patent breech-altered percussion. They have obtained from the United States, on loan, until the city could replace them by its own purchases, some 5,000 stand of muskets. They have obtained from abroad some 2,000 Prussian arms, of which 500 were rifled, and 500 smooth-bore muskets, and the other 1,000 were of still another sort of improved muskets. The last purchase was of about 1,000 Enfield rifles, to be distributed to the rifle battalions now formed, and, as they grow into regiments, the city will still be able to meet their wants. In addition, the city has purchased, for the use of the Home Guard, some 5.000 infantry equipments, and a proportiona ble quantity of cavalry and artillery accourrements

including sabres and pistols, &c., &c. The city has also ordered two batteries of Par rott's rifled guns, with carriages, caissons, and limbers complete, and these may soon arrive, to replace the old brass six-pounders, which now stand in our arsenal without limbers or caissons, which were long years ago either sold or carried off, except a few fragmentary portions which were sent up to Harrisburg to complete the Pennsylvania Artillery Regiment for the field. If the city fail to get these guns, it is to be hoped that the Committee of Publie Safety will hand over the Phoenixville guns, a battery which may be made most effective by completing the necessary outfit of a park of artillery, and having them suitably manned by our artillery companies, now doing their best with the poor means of instruction at hand.

The city has obtained a small supply of ammunition, in order not to be entirely unprepared for the actual services of its force. If the Committee on journal that a certain Adolphe Dumas had late- Defence and Protection could get possession of the great Alexandre Dumas. Some years ago, be restored to its original purpose. Although the State expended \$30,000 on its construction, and the city now pays \$1,200 a year ground rent for the lot itself, yet neither has any real use or return for its money. The lot is used only for the refuse and garbage of the neighborhood, instead of being made serviceable for the artillery now stored there. The roof of the building is in such bad condition, that an appropriation of \$1,200 was last winter passed for repairs, to be expended by General Patterson, but up to this time not a cent has been spent. The walls are fast being destroyed by broken water pipes, the stairs are rotting, and the whole place abandoned to the few men who now represent the gallant companies gone to the war. Surely, for the three years of their enlistment, if not permanently, the city might be entrusted with the care of the Arsenal.

Without a common fostering care, and a general activity on the part of the State and the city, to help themselves until the General Government can resume its proper activity, there are vast risks to be incurred which a little precaution will avoid

twenty pounders, costing \$380 each. The guncarriages will cost \$275 each.

PHILADELPHIA SHIP-DUILDERS' STATISTICS. There are three establishments in Philadelphia f the value of \$246,000. Three hundred and fifty laborers are constantly at work in this branch, and the value of vessels turned out is rated at \$449,000. There are thirteen master ship-builders, nine boatbuilders, and twelve shipsmiths. In the item of building wooden ships the sum of \$1,350,000 is invested, and the products are valued annually at \$804,500. Six hundred odd males find work in the shipyards, and \$300,000 is thought to be an estimate of the value of raw materials. In the nine in those two manufacturing branches. There are four spar-making establishments that produce to the value of \$48,000 per annum. Seven thousand dollars is the value of oakum and caulker's materials employed at two establishments. The number of the rigging lofts is three, employing \$22,000 of raw materials, and producing to the amount of \$76,000. The large sum of \$144,000 is computed as the value of annual products of eighteen sail-mak-

ing establishments, \$33,500 being the capital invested, and \$67,739 the value of raw materials. In the several departments of ship-painting, ropemaking, sawing of timber for vessels, etc., there are perhaps five hundred men employed. It is probable that the entire ship trade of the city invests more than \$3,000,000, exclusive of the two thousand hands now employed in the navy yard. Some time ago Councils passed a resolution pro memorialize the Federal Government upon the necessity of enlarging the limits of the navy yard, so as to make it a first-class naval station, for the inspection of articles purchased for the use of the navy. Active measures are to be taken to carry out the wishes of Councils and the citizens of Philadelphia. More room is much needed, and the sooner the subject is brought to the attention of the

Government, the better it will be. APPAIRS AT THE NAVY YARD. The destruction of the Norfolk navy yard by the Sovernment, justifiable as it undoubtedly was, on the ground of military necessity, has had the effect to more than double the amount of work required of the navy yard in this city. Here, there are 1,550 men of all grades of occupation constantly employed—the majority of employees being carpenters and laborers. Of the former, we have been assured that at least five hundred are now busy, both in repairing the older vessels, and in con-

structing new ones. We have published so full a record, from day to day, of the progress of matters here, that little that s really new can be presented to the reader. Two large steamers are now being constructedone a side-wheel steamer, in the large building, which, as yet, is unnamed; and the other the Juniata, to which we have previously alluded. The Juniata, it is believed, will be launched by the first of next January. The other side-wheel steamer is of sloop build,

and will be ready to launch either in a month or six weeks. She is constructed of white oak and red cedar. The Juniata is constructed almost entirely of live oak - a rare and costly timber, only obtainable in Florida. Quite a large number of vessels have lately been on the dry-dock for repairs—among others, the Harriet Lane, Monticello, and several revenue cutters. The boats for both of the former-named steamers are also being got into a seaworthy condition, and every occupation represented in the yard

contributes its full share to the general stock of tle and activity. The Harriet Lane will so off the stocks this afternoon. Other national vessels are daily expected. The St. Lawrence will, in all probability, arrive during

As far as we can ascertain, the only naval recruiting station in this city is that in Front street, above

Union, under the superintendence of Mr. John The method of enlistment for the naval service is substantially the same as that pursued in the army. A register is kept. upon which, as soon as a sea man enrolls himself, an entry is made embracing the date of his enlistment, his name, rank, term of enlistment, (now three years or during the war, in all cases,) age, height in feet and inches, place of nativity, and former occupation. After the inscription of so many tedious particulars, one would supwasa that a man's identity was so infallibly estabthe part of anybody else respectibly ame, contare, on after occur. But the law is punctilious, and loves to twaddle over minutiæ. So, when the novice imagines that he has told the whole history of his life, and much more than he had ever suspected the world would care to know of him, he finds himself called upon for an inventory of all the scars and marks upon his person. The law does not mention "honorable sears," for that would be an absurd commingling of satire and tautology! After that inventory is made, the eyes and complexion of the aspirant for naval glory are entered on the

wherever it cannot be found, by the time the next customer enters. Since the nineteenth of last April, when the Massachusetts volunteers, and a regiment from this city under Col. Small, were attacked by the mot of Baltimore, an additional impetus has been imparted to recruiting for the navy, scarcely less re markable than that observable in the land service. From that memorable day up to yesterday at noon five thousand nine hundred and forty-three men have been enrolled at this station, or an average of about forty-five per day. Twenty men had entered the service yesterday, up to the time of our visit. They were sitting around the apartment as we entered, conversing as freely and without reserve as though they had been life-long acquaintances. There was nothing rough or boisterous in their behavior, and their language to visitors was invariably that of deference. It is one of the beneficial results discernible in their peculiar training on ship-board that it renders them thus

mindful of the dignity and duties of their calling, and schools them into all the little amenities of life. the receiving-ship, which now lies off Spruce-street wharf. The majority of them require little or no instruction to fit them for the Government service. They remain in the receiving-ship until needed to complete the complement of some vessel about to sail, when the commanding officer thereof pays them a visit of inspection, and selects those of their number whom he believes most competent nd reliable. The crews of all the new gunboats building in this city will probably be thus furnished. The Wissahickon, which will be ready for sea before a month has elapsed, will require from eighty to ninety men, and the other vessels rapidly approaching completion will doubtless be equally exacting in their domands. It may thus be seen that an abundant opportunity is presented for our experienced Jack Tars to signalize their fealty and devotion to the Government by pressing forward to

sustain the right arm of its power and success, now that the accepted time hath come. THE NEW GOVERNMENT GUNBOAT WISSAHICKON. Yesterday we visited the ship-yard of Mr. John W. Lynn, situate at Reed-street wharf, immediately below the navy yard, where the new Government gunboat Wissahickon is in course of construction, or rather we should say in course o completion. The other gunboats being like the Wissahickon, we will describe her, that the public

may understand the dimensions, etc., of the rest: Her dimensions are the same to an inch as those of the privateer Sumpter, viz: length at the loadline 158 feet, breadth of beam 28 feet, depth of hold

12 feet. Her keel, frame, and all her planking is of the best white oak, which has been obtained principally from the State of Delaware. Her decks are planked with Southern pine, and are strengthened by diagonal iron straps on the frame, extending from the upper deck (there are two decks) down to the bilge straps. The iron straps are three and a half inches by five-eighths inches, and are fastened to hilge straps ten inches broad and five inches in thickness. The entire floor of the vessel from stem to stern is one mass of solid white oak.

sare now being built hy

rick & Son. We are informed that they will be about 400 horse power. She will have two boilers. Her propeller wheel is to be of brass, and will be the rebel shares. nine feet in diameter. HER RIGGING, ETC. She will be schooner rigged, and will have two masts. Her boats will be four in number, and of the following class: One launch, two cutters, and one wheel boat. They are now either being built or finished, and will be completed probably before the end of the week. We may also mention here, in parenthesis, that the small boats intended for the vernment gunboat, now being constructed at

establishment. HER STANCHIONS, BRACES, ETC. The stanchions are of locust, set firmly into white-oak beams. The deck rests upon twenty-six transverse beams of yellow pine, and at either end of each there are three white-oak knees or braces, firmly bolted in position.

TWO CENTS. six guns altogether, however, viz., four thirty-two pounders, a rifled gun on deck, and the heavy pivot gun already mentioned. This latter deserves special mention. It will be of nine-inch bore, and for the manufacture of iron vessels, employing ca- will discharge a ball at any angle with the horizon. pital to the amount of \$400,000, and raw materials | It will be movable upon a railroad track, while in action, but in port, or when there is no immediate prospect of an engagement, it will be stationed upon a solid oak platform, in the centre of the vessel, and held in position by an iron bolt five inches in diameter, which extends down through both decks, and is received into an oaken "shoe," resting upon the keel. Her magazines will be placed in the hold, and will occupy a greater portion of the stem and stern. All the stores, arms, provisions, &c., will occupy the remaining space below the

lower deck. WHEN SHE WILL BE LAUNCHED. Her contractor expects to be able to get her ready for launching in the course of a week or ten daysat any rate two weeks prior to the expiration of the allotted time. By the terms of contract Mr. Lynn has been allowed but 90 days to fit her fer sea. He has therefore been compelled to proceed with the utmost vigor. The greatest number of men employed on her at any one time has been one hundred and eighty-all of them skilful and experienced mechanics, as is abundantly evidenced in the combination of grace and massive strength which mark her fair proportions.

HER COST, TERMS OF CONTRACT, ETC.,

Her rigging, by the specification of the contract, is also required to be done by Mr. Lynn. She will probably be ready to proceed to sea within a month after her launch, as, after that date, Messrs. Merrick & Son are allowed but thirty-five days to get the machinery on board. She is to be covered outside with a sheathing of cold rolled copper, above the loading water line. The copper is required to weigh twenty-four ounces to the square foot. Independently of her armament, engine, and stores, she will cost \$55,000, and, altogether, is a splendid specimen of naval architecture.

OTHER CRAFT. In the same yard, we noticed a vessel being built for the Philadelphia and Boston Steamship Company, to ply between this city and Boston. It is intended to take the place of the Phineas Sprague, which, it will be remembered, was sold to the Government, and changed (that is in name) to The Flag. As yet, she is nameless. She will be ready for sea in about a month.

THE ITASCA. In consequence of the erection of two gunboats for the Government service at the Kensington ship yards, considerable activity has been displayed along that portion of the Delaware front. These boats are required to be built and launched within a stipulated time—one, the Itasca, within ninety, and the Sciota within one hundred and five days. The former-named boat, which is at the yard of Mesers. Hillman & Streaker, will be completed and ready to receive her engines within a few days, the process of copper-bottoming being commenced this morning, to be followed by the introduction of the bed-pieces of her machinery. The firm com-menced the construction of the boat on July 15th, and will have finished their performance of the contract fifteen days prior to the time agreed upon with the Government. The machinery, which is not yet quite ready, is to be furnished by Mr. Morris, of Richmond, and the vessel launched, probably, on next Saturday week. She is 150 feet in length, 28 feet length of beam, and 12 feet depth of hold, with a capacity of 506 tons burden, and will cost, without her machinery, the sum of

In the adjoining yard of Jacob Bierly, the Sciota, of exactly similar proportions, is building for the a manifest. Government service, and nearly completed; the about the same as on the Itasca. The timber used in the construction of the boats is Delaware white oak. The contract for building the Sciota fixes the time within which she is to be completed at 105 days, and her builders confidently expect to have her finished within three weeks' time at the farthest. Both of the above-named firms have entered proposals for building the one or several of the revenue vessels and steamers required to be constructed for

the use of the Government. KENSINGTON SHIP YARDS. The force at present engaged in each of these yards averages sixty-five daily. Messrs. Vaughan & Fisher, at the foot of Shackamaxon street, have in course of construction a brig of about four hundred tone burden, 180 feet in length, 30 feet length of beam, and 112 feet degree of hold, intended for general freighting. The work upon this vessel was commenced some months since, and progresses slowly, there being but a small force The min or olered

ing with plank an iron boat of 100 feet in length, 20 feet beam, and 7 feet depth of hold. A propeller, intended for trade in the harbor of New York, was recently launched at this yard, and a smaller one is undergoing construction. The two side-wheel steamers-Winfield Scott and Union -sold to the Government by Neafie & Levy, will remain at Kensington for some ten days in order to be properly fitted out. The same firm has several propellers under way, and almost completed. W. Cramp, boat-builder, is filling a contract for building a number of surf-boats for the Government

CORRECT HISTORY OF THE SUMPTER-HER LAUNCH AND CONSTRUCTION IN THIS CITY. have been penned and published. All of them, altogether unreliable. The Sumpter was built in this city in the year

1859 by Messrs. Byerly & Lynn, then of Kensington. The firm has since dissolved partnership, Yesterday we had an interview with the gentleman who designed her, and have been placed in possession of the following facts: She was built for Captain James B. McConnell, and was partly owned by himself, and partly by Messis. Herara & Co., of Havana. She was intended to trade between that port and

New Orleans. On the 18th of May, 1859, she was launched from the ship yard of Messrs. Byerly & Lynn, and sailed at once for Havana Here it was soon discovered that she possessed remarkable speed, and at once she was chartered to carry the mail between New Orleans and Minatitlan. After being in this service for three months,

her owners recalled her, and placed her on the regular route again. During last year, she made a trip to New York, and while there some slight repairs were made to her machinery by Messrs. Pease, Murphy, & Co. On the day of her trial-trip down the bay, it so happened that the Prince of Wales was proceeding from Amboy to New York in the revenue cutter Harriet Lane. The Sumpter came alongside and ran around her. Her extraordinary speed was at once neticed, and excited general comment among naval authorities, competent to perceive and properly estimate her good "points." Among the other noted officials on board the Harrict Lane at the time was Mr. Archibald, chief engineer of the navy. He was quite clated at her performance, and afterwards congratulated her constructors on their success.

She shortly after this returned to the South. Of her seizure by the Galvestonians, -of her conversion into a war steamer, and of her bold and dashing career since the outbreak of our troubles, the public has been informed for the hundredth time,

and we have nothing more to say. LIST OF CONFISCATED VESSELS. It was not until after the battle of Manassas, and the Government, for its own preservation, had determined to use all lawful means for the weakening of the rebellious States, that measures were taken to confiscate those vessels owned by disloyal navigators. The surveyor of the port, acting in sion of such craft as lay at our wharves, and vessels that came in from sea afterward were immediately examined and forfeited. We are indebted to E.

Reed Myer, the surveyor, for the following list of onfiscated vessels: 1. Schooner M. A. Shindler; tonnage 209; part owned in Norfolk. 2. Schooner Alliance : David Ircland, master six years old; tonnage 145; part owned in North

3. Schooner Eagle; Zida Taylor, master; part owned in Richmond, Va. 4. Schooner Burrowes C.; tonnage 273; part in Norfolk 6. Bark Benjamin Hallet, bond entered for

7. Schooner John S. Lee, part owned in North Carolina: tonnage, 266. 8. Schooner Henry Cole, Captain Hazleton, of Staten Island; bond given for the rebel shares.

9. Schooner G. W. Hynson, released on bond. 10. Schooner Alice; tonnage 41; Captain Thompson; one fourth owned in North Carolina.

11. Schooner Emma Amelia, Boston, Captain Harding; 249 tons. Part owned in Savannah. 12. Schooner J. H. Burnett, given up voluntarily by her captain, Daniel Ircland; tonnage, 192. Wilmington. Delaware, are also being built at this Part owned in North Carolina. Ten or fifteen thousand dollars will probably cover the Government interest in the above vessels, as they are chiefly owned in the loyal States. PRIZES BROUGHT TO THIS PORT.

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2. Ship Amelia, to be sold at auction Septembe 3. Schooner Enchantress, recaptured from the enemy; salvage awarded. 4. Schooner Abbre Bradford, also recaptured. 5. Brig Herald (British); to be sold.

6. Schooner G. G. Baker, recaptured; salvage awarded. 7. Scheoner Albion (British); to be sold. 8. Schooners Delaware Farmer, (9) Elizabeth Ann, (10) Emily Ann, and (11) Mary Willis; on three of which the Government moneys were remitted.

12. Schooner Prince Alfred (British); to be sold; cargo of salt, sugar, and rum.

13. Steamer Fair Wind, valued at \$10,000.

14. Schooner Susan Jane, of Halifax, captured, and to be sold. 15. Schooner Mary Woods, of Edenton, North Carolina, loaded with salt and molasses. Captured off Hatteras.

These vessels are worth not less than \$80,000, and their cargoes are placed at high rates. One of the little schooners, laden with brass, copper, and bell metal, is estimated at \$30,000, and probably \$200,000 will be the advantage to Government, if all is not lost by the law's delay. RELEASE OF CAPTURED VESSELS.

The G. W. Henson, owned by Captain Sickle and others, was released yesterday by the Government. It will be recollected that she was seized at this port on the 3d instant by the United States marshal. We are informed that after her release she sailed for Boston with a cargo of coal. The terms of her release-namely, that she should pay over to the Government the amount at which she was valued (\$12,000)—were promptly complied with. This, however, will not preclude the adjudication of the matter hereafter before the proper legal tribunals. The payment of the amount at which she was valued was merely a guarantee and pledge of her owners' good faith.

The bark Benjamin Hallet was also released on complying with the same requirement. She is valued at \$11,500. We learn that she sailed yesterday, with a cargo of grain for Glasgow. The bark M. A. Shindler is still in custody. All of these vessels were seized about the same time.

and under authority of the following enactment of the last Congress: the last Congress:

"It may and shall be lawful for the President, by proclamation, to declare that all goods and chattels, wares and merchandise, coming from said State or section into other parts of the United States, and are proceeding to such State or section, by land or water, shall, together with the vessel or vehicle conveying the same, be forfeited to the United States. And it is further enacted, That from and after fifteen days after the issuing of the said proclamation, as provided in the last foregoing section of this act, any ship or vessel belonging, in whole or in part, to any citizen or inhabitant of said State or part of a State, whose inhabitants are so declared in a state of insurrection, found at sea or in any part of the rest of the United States, shall be forfeited to the United States."

HOW THE SURVEYOR MAKES HIS SEIZURES. It may occur to readers that it is a difficult matter to discover the true ownership of vessels, but this is really an easy matter, and one that gives no

Attached to the surveyor's office are seven "coastwise officers," whose duty it is to go once every day over a delegated route, called their "district," (five districts being upon the Delaware front and two on the Schuylkill.) and examine the papers of all newly arrived vessels. Captains of vessels are obliged to show their papers under heavy penalties, and to make out fictitious or forged papers is punished with confiscation of the vessel. Each vessel carries three, perhaps four kind of per-

mits, viz : a license, an enrolment, a register, and The "enrolment" specifies each owner of the to, and sealed with the U.S. seal. By asking for the enrolment, the coastwise officer at once sees whether any part of the craft is owned in the rebel States He reports to the surveyor punctually every morning, and Mr. Myer at once sends down an officer to take charge of the vessel in the name of the United States.

We publish an enrolment of the Alliance schoener, David Ireland, master, built at Mays' anding, N. J., 1855: 90 feet long, beam 24 feet, depth 7 feet, 145 72-95 tonnage. Owners Charles N. Rape, Atlantic county, New Jersey; Jas. Baker, 3-16; Edward Taylor, 1-16; John Pennington 1-16; W. Norcross, 1-12, all of New Jersey; Chas. L. Pettigrew, of North Carolina, 1-6; Lemuel Hopkins, 3-32; S. C. Nelson, 3-32, both of New Vorh John M. Wilson, Hudson, N. J., 1-16; sole owners, etc., Victoria, Victo We also append a license, in order to exhibit the

means taken by our Government to protect the revenue: Persuagent license of a vessel above twenty year.
District of the Port of Great Egg Harbon, "District of the Port of Great Egg Harbon.

"In pursuance of an act of the
"No. 65. Congress of the United States of
"SIXIY-FIVE. America entitled 'An act for enrolling and licensing ships or vessels to be employed in the coasting trade and
fisheries, and for regulating the same.'

"William Ireland, owner and master, and Samuel
Somers, surety, and having given bond that the
ship called the M. A. Schizuller, whereof the said
William Ireland is master; burden 277 53-95 tons,
as appears by her enrolment dated at Great Egg
Harbor, the 14th May, 1861, and numbered 32,
shall not be employed in any trade while this
license shall continue in force, whereby the revenue of the United States shall be defrauded,
and having also sworn that this license shall not be
used for any other vessel, or any other employment

used for any other vessel, or any other employment than is herein specified. License is hereby granted for the said ship, M. A. Schindler, to be employed in carrying on the coasting trade for one year from the date hereof and no longer. "THOMAS D. WINNELL, Collector, "Given under our hands and seal of office at the

The Theatrical Tragedy. [For The Press.]
The melancholy occurrence at the Continen tal Theatre on Saturday evening last, should at once induce managers of theatres and sa-loons, throughout the country, to be provided with fire blankets, so placed on either side of the stage—as also in the ladies' dressing rooms -as to be readily within reach. Had such a precaution hitherto been adopted, many a life might have been saved.

Your suggestion regarding the solution of alum is valuable. The same was impressed upon the theatrical profession by scientific men in England after the sad cases of Clar Webster, at Drury-Lane Theatre, and M'lle Julie, at the Theatre Royal, Plymouth. Further, I cannot but think that the mode of lighting theatrical dressing-rooms—in the fe-male department particularly—is very objectionable. Open gas lights are at all times dan gerous, but how much more so when placed generally in very small rooms, with light, flimsy dresses, laces, veils, feathers, &c., hanging about in all directions, frequently in close proximity to the burner? The safest burner is the Argand, as that necessitates a glass chimney, which could be further secured by a

wire guard. From the saddest events sometimes an eventual good proceeds. Our most valued experiences are generally derived from a bit-ter schooling. Let me hope, therefore, for the future, that managers of theatres will not balance cost and trouble against the sacred-

balance cost and troube ness and security of life.

C. T. H., (A Londoner.) Phila., Sept. 17, 1861.

Magnificent Flags for Presentation. We had yesterday shown to us the two magnitude cent standards, ordered for presentation to the Philadelphia Fire Zouaves by the Fire Department of this city. The manufacture of these superb ensigns has been entrusted to Messrs. Evans & Has sall, of this city, (No. 51 South Fourth street,) and their execution is, in the highest degree, creditable One of the flags is the national standard, with thirty-four gold stars on a blue field, the centre stripe containing the name of the regiment-" Philadel phia Fire Zouaves''-in rich gold letter. The other is ablue regimental flag, and is really a work of art. On one side it contains the Pennsylvania

coat-of-arms, and the inscription-" Presented to the Philadelphia Fire Zonaves by the Philadelphia Fire Department, Sept. 16, 1861." On the reverse is the United States coat-ofarms, with the name of the regiment. Both these flags are of the richest and heaviest silk, and are surmounted with gilt engles. The latter, however. are intended for presentation use only, and when they go into the field, they will be substituted by the United States regulation spear.

for here referred to are the w blue field of cloud, instead of the gilt, usually employed. On the staff of each is a silver plate, with the names of all the companies contributing to their presentation engraved upon it. They were to have been presented by the Mayor to-day, but the Fire Zonaves having been called away to the seat of war on Sunday night, this part of the programme will be performed at Washington.

We may also refer, in this connection, to the flags recently presented to the Reserve Corps, P. V., also manufactured by this firm. The Evening Bulletin, of last evening, describing one of the latter, and commenting upon the superior beauty of

Philadelphia-made flags, says:

"It bears upon it the stars and stripes, with the coat-of-arms of Pennsylvania exquisitely painted on the blue field, and surrounded by the thirty-four stars. On the central stripe the number of the regiment for which it is intended is emblazoned. The material is the richest, heaviest, and most lustrous silk which we have ever seen. The sunlight never flashed on a more beautiful ensign, and no soldier ever marched beneath lovelier and more inspiring folds. Messrs. Evans & Hassall exhibit their work with pride and pleasure. They have taken a patrictic and artistic interest in it, and they have most certainly come fully up to their

Philadelphia-made flags, says:

It is exceedingly difficult to obtain accurate information as to the value of the prizes seized out-7, as Juliana, in "The Hunchback," to Mr. Phelps' Master Walter. Her sister, Mrs. Conside and brought to the navy yard. The following HER ARMAMENT, STORES, ETC. forever. The Parrott guns, ordered from the West way, (a better actress, inasmuch as she does not The Wissahickon has been constructed with list is believed to be correct: KINS:—A small invoice of Hides,
Sheep and Goat Skins, just received from the West
Indies, for sale by JAUBETCHE & CARSTAIRS, 202
South FEORT Street. Point foundries, are twelve in number. A battery speak through her nose,) has been extremely suctwelve ports, (six upon each side,) besides two large 1. Ship General Parkhill, sold at suction by cessful in Liverpool, where she played for a fort-night before going to London.

of six guns is to be composed of ten peunders, which will cost \$180 each; and another battery of six ports for a heavy pivot gun. She will carry but United States marshal for \$7,400.