FOREIGN NEWS. Arrival of the Steamer New York. GARIBALDI'S ADJUTANT A PASSENGER.

NEW YORK, Sept. 18.—The steamship New York arrived from Havre this morning. Among her passengers is Major Valentine Bauseman, the adjutant of Garibaldi. The steamer has \$100,000 in specie.

The steamship New York left Southampton on the 4th September. The Europa arrived at Queenstown on August 31, and at Liverpool September 1. ENGLAND.

ENGLAND.

THE GREAT EASTEIN.—Captain Walker, of the Galway line, has been appointed to the command of the Great Eastern.

The London Telegraph and Star deny that the Great Eastern will take out the three regiments ordered to Canada, on her next trip, about the middle of September.

The Times says: Lord Clyde, accompanied by Major General Eyre, left London on Monday morning for Berlin. ing for Berlin.

The Liverpool Albion says: "Mr. Clay, of the

Mersey Steel Works, is engaged in the manufacture of a gun of enormous size and power. It is said that the gun is to throw a shot of five hundred pounds, and that it will be ready for trial in three weeks." THE DESPATCH OF TROOPS TO CANADA.—The Army and Nary Gazette says: "Her Mjessy's Government has determined to make an important increase in the strength of our military force in North America, and three regiments of infantry are about to be placed under immediate orders for Canada. They will probably embark in the Great Eastern before the middle of September. It is very likely that three old and thoroughly efficient battalions will be chosen. Whatever may be the effect in some quarters of the announcement we now make, we have little doubt that the public general ways the convertible of the property effect in some quarters of the announcement of now make, we have little doubt that the public generally will recognize this step as an act of wise precaution on the part of those responsible for the dignity and integrity of the Empire."

The Globe says: "The course taken by the Government is wise, prudent, and praissworthy. With respect to our friends in the Northern States of America, we are not quite sure that it is our duty to say anything to justify this step. If an official inquiry be made, no doubt, it will be satisfactorily answered. If the Government of President Lincoln asks us what we mean, we shall, of course, tell it civilly and politely. But as regards the remarks which may be made and the construction which may be put upon this proceeding in the American newspapers, we do not feel called upon to say one word. We have nothing to explain, and no excuse to make. The Government has done what it has done for most excellent reasons, and

what it has done for most excellent reasons, and the English people will most willingly assent to The London Times of Monday, September 2, says:

These three regiments do not go to Canada to threaten any offensive operations against America. If they are a demonstration, it is a demonstration No one can persuade himself in a defensive sense. No one can persuade himself hat the demonstration can be more than a declathat the demonstration can be more than a declaration of identity between England and Canada for peace or war. Of the present necessity of this step, Government will hereafter be called upon to satisfy Parliament and the country. We hope, however, that, whether justifiable or not, Canada will not take this little contingent we are about to send as indicative of any more than it really means; and will not believe that we expect from her or intend to discharge towards her any further duties than those of an intimate her, any further duties than those of an intimate ally. We are not aware of any single advantage which Canada gives us, and which, in time of peace, we have not from the United States. Uanada, on the contrary, finds her interest in the connection. While we ask nothing of her but good-will, she grows under our protection. What we give, and grows under our protection. What we give, and most willingly give, to Canada, is our powerful and inseparable alliance; and the offensive and defeninseparable alliance; and the onensive and deten-sive alliance of England is worth something to any State. He who attacks Canada declares war-against England, and will call down upon himself all the might of England; but in the matter of her own fields and cities, Canada's duty is to defend herself. If we know anything of Canada, they would not only do this as a duty, but demand it as a right." a right."
THE QUEEN'S VISIT TO SCOTLAND.—Her Majesty reached Balmoral Castle on Saturday afternoon.
The International Engineer of 1862.—Her

Majesty's Commissioners have received a commu-nication from M. Moyerbeer, stating that, in compli-ance with their request, he will compose a march for the opening ceremony. ANOTHER FEARFUL RAILROAD ACCIDENT—COLLISION ON THE NORTH LONDON LINE.—The Times
says: "On Monday evening a terrible catastropho
occurred on the Hampstead Junction line, owing to
a collision between an excursion train, and a train
composed of an engine and tender, nineteen ballast
trucks, and a break van. Thirteen persons are
known to have been killed, and between sixty and
seventy wounded."
FRANCE. FRANCE. Mr. Odo Russell arrived at Paris, on September et, from Germany. He will leave immediately

for London.

The Moniteur of September Istsays: The Marquis de Lavalette is appointed ambassador at Rome, replacing the Duke de Grammont, who goes to Vienna. The Marquis de Monstier replaces the Marquis de Lavalette at Constantinople. M. Mires und Count Simeon have lodged an appeal at the Court of Cassation. The Pays says: The deputies sent from Finland to Stockholm, to demand the separation from Russia, have been arrested by the Russian authorities on a charge of treason.

The Paris Bourse closed heavy on Monday. The final quotations of Rentes for September account was 69f. 15c., or 15c. higher than on Saturday.

Rentes in lianidation. 68f. 95c.

ITALY.

News from Naples announces that the brigands had been beaten and dispersed at several points, and their numbers were eensibly diminishing. There was every reason to hope that brigandage would be shortly repressed. Signor Minghetti has tendered his resignation, which has not yet been accepted. It is believed that Baron Ricasoli will assume the portfolio of Minister of the Interior. It is asserted that the retirement of Signor Minghetti is caused by a difference of opinion with the majority upon the means and the period for the suppression of the lieutenancy of Naples. the lieutenancy of Napl M. Benedetti, the new French minister plenipo-tentiary, has been formally received in an audience by the King.

The nomination of General Della Rovere to the office of Minister of War appears to have been definitely determined on. The Opinione says that Baron Ricasoli is entrusted with the portfolio of the Interior, retaining ad interim that of Foreign

The Official Gazatte of Sept. 2d announces the acceptance of Signor Minghetti's resignation, and the nomination of Baron Ricasoli as Minister of the Interior, with the charge, ad interim, of Foreign Affairs.
The Gazetta di Torino publishes news from Perugia stating that a patrol of the Italian Borsa-glieri had inadvertently entered Pontifical territory, near San Lorenzo. The alarm was immediately spread among the French troops. After explana-tions had passed between the officers, the patrol re-entered Italian territory. News from Naples states that part of the English

fleet had left Naples, and had proceeded to Civita Vecchia. A despatch from Naples, of Sept. 2, says : "Several conflicts have taken place between the troops and the brigands. The latter have been repulsed HUNGARY.

A despatch from Pesth, Sept. 1st, says: The municipality has resolved that, in the event of its dissolution by the Government, the municipal officers shall continue to perform their functions until coercive measures are employed against them.

DENMARK.

A despatch from Copenhagen, of Sept. 2d, says: General Soloroli, of the Italian army, is expected to arrive here on the 3d. He is the bearer of the insignin of the Order of the Annunzata to the King of Denmark. The Danish Diet is convoked for the 5th of Octo-THE EAST.

During the late negotiations with Omar Pasha, the Prince of Montenegro demanded the recognition of his independence, the extension of the Montenegrin frontier to the river Moratcha, and the cession of the port of Spitza The Porte refused to necede to these demands. Said Pasha is said to be seeking permission to raise another loan, to be guarantied by the Egyptian revenue.

The collection of the forced loan has begun in the A telegram from Ragusa of September 6, says: Omar Pasha has notified to the Turkish Govern-

ment that he commenced operations yesterday against the insurgents, in dealing with whom he promised that the greatest possible leniency would be used. SPAIN.

General Marchesi has been sent to Biarritz to

compliment the Emperor in the name of Queen Isabella. President Geffrard, of Hayti, has paid the in-demnity demanded by Spain. Financial and Commercial.

The Times' city article, of Monday, says: The announcement of 2,500 additional troops being about to be sent to Canada is looked upon as a wise guarantee against the occurrence of any complica-tions that might arise from the absence of an ade-quate force to preserve order, and as calculated, therefore, to insure rather than weaken the stabi-lity of our intercourse with the United States. MONEY MARKET—LONDON, Monday, September 2.—The market opened with year great farmers 2.—The market opened with very great firmness, and in the afternoon a rise of a quarter per cent.
took place which was well maintained. In all departments of business confidence seemed to be ob-Consols left off at 93a93; for money, and 93; for October 10th. In the discount market transactions are numein the discount market transactions are numerous at 3_0^2 per cent. The rate for loans in the Stock Exchange ranges between 2_1^2 and 3 per cent. About £67,000 was bought for the Bank to-day. The Magdalena had arrived from the Brazil with £162,000.

The Brazil mail announces several mercantile failures at Rio. one of which is said to be for The dollars brought by the last Mexican steamer have been sold at 59d., which has been about the rate during the last month.

MONEY MAINET—London, Tuesday, Sept. 3.—
The funds opened at an improvement of an eighth, but some sales were then made to realize profits, and a reaction ensued, although the market still retained its intrinsic symptoms of firmness. The first bargains in Consols were at 93\frac{1}{4}\frac{1}{2}\f

ITALY. A telegram from Rome of Sept. 3d, says: Yesterday 50 Piedmontese soldiers attacked Epitaffio, but were repulsed by the Papal gens d'armes. A company of French troops has occupied Epitaffio.

SPAIN. The Cortes will open Oct. 25. The speech from the throne will announce constitutional reforms, in secordance with the political views of the Liberal Union party.

WAR NEWS.

Details of the Battle at Carnifex Ferry. GALLANT CONDUCT OF THE ENION TROOPS. The Western Virginia correspondent of the Cincinnati Gazette gives that paper full particulars of the recent victory of General Rosecrans. The letter is dated "Carnifex Ferry, eight miles southwest of Summersville, Nicholas county, Virginia, Sept. 11." The correspondent says: Sept. 11." The correspondent says:

On the last day of our disastrous summer of '61 General Rescerans moved from Clarksburg, to put himself at the head of his army, and resume active operations. The popular understanding was that he meant to attack Lee at Cheat Mountain Gaps. The truth, as has heretofore been repeatedly hinted in this correspondence, was that he meant to complete the work to which his strategic plans had heap for a mount directed by engaging Floyd in plete the work to which his strategic plans had been for a month directed, by engaging Floyd in the region of our Kanawha line. Reynolds held Lee in check at the Cheat Mountain; a gap in our lines had been purposely made at Summersville; Floyd had bit at the bait by coming in, and now Rosecrans proposed to "hit him hard in the head" before he could run. Such was the plan. The writer then describes the march from Clarks-burg to Summersville, and then proceeds. The writer then describes the march from Clarks-burg to Summersville, and then proceeds:
Manifestly, the column was now near the ene-my's lines, yet, contrary to the uniform experience in Western Virginia hitherto, no attempt whatever had been made to obstruct the road. Floyd was known to be advised of our approach, as his seouts had been hanging around us since we arrived at Birch river; and the inference naturally was, that as he know we were conjung and made no effort to Birch river; and the inference naturally was, that as he knew we were coming, and made no effort to stop us, he felt secure in his position, and wanted us to attack him. Finally, we arrived at forks in the road, one branch leading to Cross Lanes, the other turning down toward the river, passing a short distance behind Cross Lanes, crossing the Gauley by a ferry, and continuing down on the other side to Gauley Bridge, thirty-odd miles distant.

Meanwhile Gen. Rosecrans found a steep hill on Assaminte Gen. Resectans found a steep nill on the right which seemed to command the whole country, and, dashing up to it, he examined every point minutely, and watched the progress of the skirmishers with field glasses. Suddenly, a musket shot, down the road, in the Skirmisners with neid glasses.

Suddenly, a musket shot, down the road, in the direction of Lytle's regiment, broke in upon the peaceful murmur. Quickly came another and another Again there was quiet, and again the straggling fire began. Evidently, Lytle's skirmishers were coming up to the enemy's pickets. Meantime, McCook's skirmishers had thoroughly explored their territory, and had returned, reporting it entirely clear. Presently sharper firing was heard for a moment or two in the direction of Lytle's regiment; then it relapsed again into the straggling fire of pickets. Pushing forward, it was soon discovered that a strong detachment of the rebels, probably a regiment, had been driven in from an exposed camp on the left of the road, where much of their camp equipage was still left, though the more valuable part had apparently been removed early in the day. This camp must have been about a mile from the forks of the road, where the column had first halted and formed in line of battle.

Lytle's regiment continued pushing on down the road which here plunged into a dense forest, filled with under-growth, almost impassable for infantry, and entirely so for cavalry. The road itself was tolerably good—muddy, but not deep, and more nearly level than would have been expected on

tolerably good—muddy, but not deep, and more mearly level than would have been expected on such heights—but very narrow, and shut in, up to the very wagon tracks, with the jungle of underbrush. General Resecrans, who was still in total ignorance of the exact position of the enemy or of the nature of their entrenchments, now sent orders to General Benham that Lytle should proceed down this road to make an armed reconnoissance of the position, to be supported, if necessary, by the remainder of Benham's brigade. Lytle was still about a mile ahead of the rest of the brigade, pushing cautiously forward with four companies of skirmishers—A, B. C, and E—in advance. Suddenly these skirmishers, compelled by the nature of the ground to proceed more in a body than would have been desirable, peering through the bushes that skirted a short curve in the road, found themselves about 250 or 300 yards in front of some sort of fortification, exactly what it was impossible to see. The enemy seemed to discover them about the same time. For a few moments there was a resumption of the sharp but scattered firing, then suddenly there came a terrible crash of musketry and a perfect storm of lead. The enemy had opened along his whole front. The remainder of the Tenth was hurried up to the support of the four advance companies, and General Benham, who was well up with the advance, sent back orders for the Thirteenth Colonel Smith, and the Twelfth. Colonel

companies, and General Benham, who was well up with the advance, sent back orders for the Thirteenth, Colonel Smith, and the Twelfth, Colonel Lowe, to come rapidly forward. Meantime, our men stood their ground manfully, and returned the fire with spirit. The angry peals of musketry, sharp as peals of heavy thunder, grew fercer, till the sound became one tremendous, incessant roar, while speedily at least one full battery of heavy field pieces sent in their swelling, deep-toned notes to mingle with the crashing rattle of the small arms. Fortunately, neither the artillery nor infantry of the enemy fired with much accuracy at this period of the engagement, and, though the poor Tenth boys suffered severely, yet, under the partial cover of the trees, their loss was far less than would have been expected from the tremendous fire that have been expected from the tremendous fire that have been expected from the tremendous fire that was directed upon them.

Colonel Smith's Thirteenth now came in on the left of the road, but a very short distance behind the road of the Tenth, and falling over towards Floyd's right flank, opened out in fine style, the rebels continuing a heavy fire of musketry, rifles, shells, and canister. In the very thickest of this firing, Colonel Lytle dashed forward toward the natural glacis in front of the enemy's works, leading

firing, Colonel Lytle dashed forward toward the natural glacis in front of the enemy's works, leading up several of his companies, apparently with the intentioz of attempting to storm the onternalments. As they emerged from the cover of the woods, the enemy's fire was, or course, concentrated upon them; and as they began to reach the glacis, Col. Lytle received a severe wound in the leg, while the same shot fatally wounded his horse. The poor animal plunged frantically forward, reared up, and threw the wounded Colonel upon the field; then, in his death agony, gave one final plunge clear over the parapet, and fell inside the enemy's works. The gallant Colonel could find no refuge on the field, except a deserted house, right between the two fires. There he lay, during the whole progress of the battle, with cannon balls crashing through and around the frail building which constituted his only shelter. only shelter.

The Tenth, who had borne themselves nobly thus far, discouraged by the loss of their gallant Colonel, now became somewhat scattered in the woods, though they held their position with tenacity, and kept up an incessant firing.

Meantime, Colonel Lowe, who had been some distance behind, came up with his Twelfth, and was led by Adjutant General Hartsuff into a position in the woods, on the left of the read, near the

tion in the woods, on the left of the road, near the spot where the Tenth had first received the fire. It was the intention that from this point Col. Lower should work his way up under cover and form on should work his way up under cover, and form on Col. Smith's right, now threatening the enemy's extreme right flank; but in some way he crossed extreme right flank; but in some way he crossed the road, and came up a little to the enemy's left, in the very hottest fire. He was leading his regiment up finely, conspicuous at their head, alike for his fine soldierly appearance, and the consummate gallantry he displayed, when, while waving his sword to cheer them on, he was struck fair in the centre of the forchead by a musket ball, and fell headlong from his horse. He died a soldier's death, bravely, gloriously leading his men forward; and he would himself have desired no other end for a life that of late had been too much embittered by the carpings of the ignorant, and the sneers of the malevolent.

Adjutant General Hartsuff now got McMullen's

ed by the carpings of the ignorant, and the sneers of the malevolent.

Adjutant General Hartsuff now got McMullen's howitzer battery into position, and it began playing on the redoubt with considerable vigor.

The armed reconnoissance was rapidly developing into a severe and general engagement. General Rosecrans' orders had been positive that nothing more than a reconnoissance should be attempted, but General Benham had been unable, on account of difficulty in the transmission of orders, to arrange his brigade in the way which he believed would have at once carried the works, and support for the regiments already engaged become nocessary. Captain Snyder's battery was hurried up, and took a position to the right of the read, commanding the entire front of the enemy's works. The batteries, combined with the effective support of the infantry, soon silenced at least two of the rebel guas, while they began to serve the others much more slowly. soon silenced at least two or the reper guard they began to serve the others much more slowly. they began to serve the others much more slowly.

Meantime, General Rosecrans, who had been off on the hill under the hottest fire, on the right of the road (the enemy's left), directing the movements, and attempting to gain some idea of the fortifications, despatched Adjutant General Hartsuff to bring up the German brigade. This, together with Scanmon's, which was held as reserve, had been standing drawn up in line of battle in the old camp, from which the rebel regiment had been driven when the fight began. The battle had now been raging over an hour (beginning at 3\frac{3}{2}\oldow{c}\oldow{c}\oldow{c}\oldow{c}\oldow{c}\oldow{c}\oldow{d}\oldow{c}\oldow{c}\oldow{d}\oldow{c}\oldow{d}\ol been carried back to the hospital; it was known that Colonel Lowe was killed, and it was also reported that Colonel Lytle was shot dead, and that his regiment was utterly cut to pieces; straggling soldiers had become separated from their regiments, and, as always occurs with a few in any army in a light under cover, had weaked their regime at dear fight under cover, had worked their way out of danfight under cover, had worked their way out of danger and were sneakingly attempting to evade the disgrace of their retreat by enormous stories of the fearful slaughter, from the very midst of which they had so gallantly escaped; the terrific firing, which some experienced military men pronounce the heaviest they ever heard; the mystery of position, which nobody could understand; the news of Lowe's death, and the uncertainty about Lytle's fate, had all combined to create a general feeling of depression, and a conviction that the battle was

of depression, and a conviction that the battle wa Such was the prevailing feeling when Adjutant General Hartsuff came galloping up, apparently as calm as when ordering a detail from a regiment for guard duty, and announced that Colonel McCook's brigade was to be removed forward to storm the entrenchments, and that he claimed the privilege of lealing them over the works. chirenements, and that he chaimed the privilege of leading them over the works. Could you but have seen that German brigade as this announcement was made! Colonel McCook, wild with delight, dashed up and down the lines, told the men what they had to do, and demanded if they were ready to do it. And then such a volley of cheers are nearly to do for the such a volley of cheers. retained its intrinsic symptoms of firmness. The first bargains in Consols were at 934,933, and the last at 924,935 for money, and 93} for the account. The general rate in the discount market is 3,335 per cent.

The last quotation from Paris was 69f. 10c. The Bank purchased £72,000 to-day, making a total of £207,000 since the last return.

American Securities without change.

Liverfool. Cutton Market, Sept. 2 and 3.—A fair business has been transacted, and the sales for the two days reach 27,000 bales—13,000 on speculation and export. Prices firm.

London Colnial Market, Sept. 1—Owing to purchases on French account, the Corn market this morning was firm, at an average rise of 2s.

London Colonial Market, Sept. 2.—Sugar dull. Coffee firm. Rice buoyant. Tallow firm at 475 6da45s, last three months.

Literfool Com Market, Sept. 3.—A good demand was experienced for Wheat, at about 1 2 years of the months.

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Liter hats and tossed them in the air, threw their hast and tossed them in the air, threw their hast and tossed them in the nate in the discount. The account is 3.33 in the last of the last rate in the discount market is 3.33 in the percent.

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American Securities without change.

Liverfool. Cutton Market, Sept. 2 and 3.—I dit they would early these works if the ditch had to be filled full of dead Dutchmen could do, and thus working the enthusiastic fellows up, till, in the purchased of 11 in the division of the sales for the two days reach 27,000 bales—13,000 on speculation and export. Prices firm.

London Colonial Market, Sept. 2.—Sugar dull. Coffee firm. Rice buoyant. Tallow firm at 475 6da45s, last three months.

Liverfool Com Market, Sept. 2.—Sugar dull. Gene firm.

London Colonial Market, Sept. 2.—Sugar dull, the region of the native firm in the dict of them in the dict dhem b

course towards the north of Czerminza, on which place the Montenegrins have fallen back.

The North of Czerminza, on which occupied but a moment, yet cannot be described in an hour, was, to many of us at least, the most exciting hour, was, to many of us at least, the most exciting and inspiring sight of a lifetime.

We waited impatiently for the assault, but, alas! as the brigade came down they were met by peremptory orders from Gen. Rosecrans. He had been examining the plan of storming in front, right over the principal redoubt of the enemy, which Hartsuff had originated and begged authority to carry out, and he had resolved to countermand the permission to attempt it. Prudently, perhaps, he was unwilling to risk so many lives in the dreadful uncertainty of storming a well-defended work without a more thorough reconnoissance; and the brigade was therefore divided. Four companies of McCook's own regiment, the Ninth, were sent far up on the enemy's loft, where they charged up almost to the parapet that there constituted the re-

up on the enemy's left, where they charged up almost to the parapet that there constituted the rebel defence, and had to be recalled by the bugle signal. They poured in a deadly volley, and brought back the most accurate information concerning the main rebel redoubt.

Moor joined Smith, on the enemy's extreme right, while Porschner, greatly to his disappointment, could not get into action at all.

And now, while the Germans were pushing hard on the enemy's left, and the other regiments continued to hold their former positions, Col. Smith, with the Thirteenth Ohio, had worked clear around on the right till he was ready, with a short rush, with the Thirteenth Ohio, had worked clear around on the right till he was ready, with a short rush, inside of short musket range, to storm the irregular parapet that was found to defend the right flank. He had his men lying close under the brow of the hill, and saw to it personally that they lay there and did not expose themselves unnecessarily while firing. A single rush over a short exposed hill and ten minutes hand-to-hand fighting would, in Col. Smith's opinion, have ended the matter. The fight had now raged between three and four hours. It was already so dark that it was almost impossible to distinguish the forms of men in the entrenchments. The men had been up since four o'clock in the morning, and had made a rapid march of eighteen miles, besides doing severe duty in scouting and skirmishing up and down steep hills before going into the engagement. To continue if fur-

going into the engagement. To continue it fur-ther would have been folly, and General Rose-erans therefore ordered the troops to fall back on our lines. PROPOSALS.

ARMYSUPPLIES. QUARTERMASTER-GENERAL'S OFFICE, HARRISDURG, Sept. 14, 1861.

Scaled Proposals will be received at this office until 2 o'clock P. M., on Monday, the 23d day of September, 1801, for the following Army Supplies, deliverable at the State Military Store, Harrisburg, in quantities as required. Said proposals to be publicly opened at the time and place manch, and the successful bidders to be announced as soon thereafter as convenient: the right being reserved by the State to increase or diminish the number and quantity of said articles: ind quantity of said articles: Fen Hospital Tents, with flies, poles, pins, &c., com-Sixteen hundred and fifty Common Tents, poles, pins,

&c., complete. I'wo hundred and fifty Wall Tents, with flies, poles, pins, de., complete. One hundred Drums, with sticks, slings, carriages, cases, T.kc., complete.
Two hundred (200) Drum Heads—batter.
Two hundred (200) Drum Heads—snare.
One hundred Cocoa Fifes. Ten thousand three-pint Canteens, covered and strapped, Ten thousand Haversacks, army standard. Ten thousand Haversacks, enameled cloth. Ten thousand Knupsacks, straps, etc., complete, army

sand Knapsacks, straps, etc., complete, enamel fen thousand Knapsacks, straps, ed cloth. Six hundred Shovels. Six hundred Spades. Six hundred Hatchets—handled. Six hundred Picks—handled. Fun thousand Tin Plates.

Three thousand Comp Kettles.
Ten thousand Great Coats, infantry.
Two thousand Great Coats, for mounted men.
Ten thousand Blouses, woollen lined.
Ten thousand dark-blue Frock Coats.
One thousand yards sky-blue Tape, for chevrons. I wo thousand Cavolry Jackets. I wo thousand Stable Frocks. Ten thousand pairs Trowsers, footmen, dark-blue ker Two thousand dark-blue reinforced Trowsers, for mounted men. Twenty thousand white Domet Flannel Shirts.

I wenty thousand pairs Drawers I'wo thousand pairs Cavalry Boots. Ten thousand Forage Caps. Ten thousand sets Infantry Accoutrements. I welve thousand Double Numbers. I welve thousand Letters, A to K inclusive.

Twelve thousand Letters, A to K inclusive.
One hundred and thirty Sergeauts' Sashes.
Ten thousand Blankets, seven feet by five feet six inches, wool gray, letters P. V. in centre four inches long, weighing five pounds.
Two thousand Curry Combs.
Two thousand Horse Brushes.
Two thousand sets of Horse Equipments, each set consisting of Saddle complete, with Saddle-Bags, Girths, Cruppers, Stirrups, and Straps, Sweat Leather and Carbine Socket, Bridle with Curb Bit and Curb Halter, Watering Bridle and Sirsingle. Carlsine Socket, Bridle with Curb Bit and Curb Halter, Watering Bridle and Sirsingle.
Two thousand Lariat Ropes and Picket Pins.
Two thousand Nose Bags.
Two thousand pairs Spurs and Straps.
Two thousand pairs Spurs and Straps.
Two thousand pairs Spurs and Straps.
It is desirable that all the above articles be of domestic manufacture, and when any of them are furnished by the United States, the same must conform in all respects to the sealed standard pattern in the United States Quarternessier's Office and Military Store, Philadelphia.
Ten per cent, of the amount of each delivery to be retained as a forfeiture until the contract is completed. Contractors to state in their proposals the time when the goods can be delivered, and the speedy delivery of such articles as are needed will be considered in awarding the contract. Successful bidders to give bonds, with two approved securities, the names of the sureties to accompany each proposal.

approved securities, the names of the sureties to accompany ench proposal.

Every proposal to be endorsed: Proposal for Army Supplies. August 2d, 1861.

All supplies contracted for under these proposals to be delivered at the Military Store House, in the city of Harrisburg, unless otherwise directed, free of all charge for freight, boxing, or drayage, unless freight to place of delivery is greater than to Harrisburg, in which case the difference will be allowed. All packages so delivered to be marked on the outside with number and description of articles therein and name of party furnishing rame, together with an invoice of contents, enclosed, ombracing, in addition to above, notice of what special supply it is a part.

ELLALE

Q. M. Gen. P. M. PROPOSALS FOR REVENUE
VESSELS.—

TREASURY DEPARTMENT,
Washington, September 3, 1861.

The Department will receive proposals, accompanied
by models, plans, and specifications, until 12 o'clock
MONDAY, 30th September, 1861, for the complete construction and squipment of TWO STEAM SCREW
REVENUE VESSELS, of 750 tons each, and of THREE
STEAM SCREW REVENUE VESSELS, of 600 tons
each, United States measurement.

REVENUE RESERVENUE VESSELS, of 600 tons each, United States measurement.

Proposals will only be considered from successful steamship builders actually engaged in that business, and the name of the marine steam-engine establishment at which the steam machinery is to be made must be stated and will have due weight.

The load draft of water of the vessels of 750 tons must not exceed ten (10) feet, and they will be armed with one rifled pivot gun of 8,000 lbs. weight, two 32-pounder guns of 42 cwt., and one heavy navy 24-pounder howitzer on the top gallant forecastle. The complement for each vessel to be 120 persons, carrying provisions for sixty days, and 2,800 gallons of water in tanks; to be furnished with a condenser for distilling potable water. water.

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

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

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

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

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

The armament, and at once proceed to sea

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

It is desirable to have the highest attainable speed, which must be stated in the offer, together with the length of time it can be maintained and the quantity of cond that can be carried in the bunkers for that speed, which should not be less than for ten days of twenty-four hours each.

The specifications must describe fully the material to be used; the manner and size of fastening; the detail of the size, finish, and arrangement of the machinery, and of the various equipments and outfits included in the prothe size, nines, and arrangement of the machinerty, and of the various equipments and outfits included in the proposal.

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

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

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

Psyments will be made at four different intervals as the work progresses, retaining one-fitth (1-5) of the whole amount for minety (90) days after the delivery of the vessel, to repair any defects that may be discovered within that time on trial at sea.

The Department reserves the right to accept the proposals made in confermity with the conditions preserved which it may consider most to the interests of the Government, and to ceiched most of them at its option.

A competent person will be appointed by the Department to superintend the construction and equipment of each of the vessels. each of the vessels.

The specifications, plans, and models of parties not obtaining contracts may be withdrawn by them.
S. P. CHASE,
sel0-tuthsal0t Sccretary of the Treasury.

MEDICINAL.

LIXIR PROPYLAMINE,

The New Benedy for RHEUMATISM.

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

**Tit is carefully put up ready for immediate use, with full directions, and can be obtained from all the drugglats at 75 cents per bottle, and at wholesale of BULLOCK & CRENSHAW,

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MRS. JAMES BETTS' CELEBRA-TED SUPPORTERS FOR LADIES, and the only Supporters under eminent medical patronage. Laedies and physicians are respectfully requested to call only on Mrs. Betts, at her residence, 1039 WALNUT Street, Philadelphia, (to avoid counterfeits.) Thirty thousand invalids have been advised by their physicians to use her appliances. Those only are genuine bearing the United States copyright, labels on the box, and signatures, and also on the Supporters, with testimonials. ocio-tuthsti COTTON SAIL DUCK and CAN-VAS, of all numbers and brands.

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

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INCORPORATED IN 1792—UHARTER PERPETUAL, CAPITAL, \$200,000. PROPERTIES OF THE COMPANY, FEBRUARY 1, 1861, \$507,094.61. MABINE, FIRE, AND INLAND TRANSPORTA-TION INSUBANCE. DIRECTORS.

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rally,
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TUAL INSURANCE COMPANY, OF PHILADELPHIA,
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s against LOSS OR DAMAGE BY FIRE, on ses, Stores, and other buildings, lim or perpetual, and on Furniture, Goods, Wares, and Mer-chandise, in town or

Goods, Wares, and Merchandise, in town or country.

CASH CAPITAL, \$231,110.00—ASSETS \$317,142.04, Which is invested as follows, viz:

In first mortgage on city property, worth double the smount. \$162,000 00

Pennsylvania Railroad Co.'s 6 per cent. first mortgage loan, at par. \$6,000 00

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This Recounts, accrued interest. &c. \$7,104 at Union Mutual Insurance Co.'s scrip..... Bills receivable. Book accounts, accrued interest, &c..... Cash on hand..... 11,544 64

8317,142 04 The Mutual principle, combined with the security of a Stock Capital, entitles the insured to participate in the reofirs of the Company, without liability for LOSSES.

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CHARTER PERPETUAL.
ALL THE PROFITS DIVIDED AMONG THE IN-

SURED. Insure Lives for short terms or for the whole term of life; grant Annuties and Endownents; purchase Life Interests in Real Estate, and make all contracts depending on the contingencies of life. They act as Executors. ors, Administrators, Assignees,

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100,000 Pennsylvania State five per cent. 15,300 00 phia 5.000 100 shares Pennsylvania Railroad 8,900 00 1,200 00 800 00

125 00 500 00 Balances due at Agencies, Premiums on Marine Policies, Interest, and other Debts due the Company.

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Quintin Campbell,
Alexander Benson,
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PURIFY YOUR BREATH!

GOOD FOR CLERGYMEN,

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AFTERNOON LINES. Leave New Depot, corner of BROAD and CALLOW-HILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill sts.) for POTTSYILLE and HARRISBURG, at 3.15 P. M., DAILY, connecting at Harrisburg with the Northern Central Railroad, for Sunbury, Williamsport, Elmira, &c.; for READ-ING only, at 5 P. M., PAILY, (Sundays excepted.) DISTANCES, VIA. PHILADELDHIA. AND PRADING DISTANCES VIA PHILADELPHIA AND BEADING FROM PHILADELPHIA, Mile

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SPALDING'S THROAT CONFECTIONS. LADIES ARE DELIGHTED WITH SPALDING'S THROAT CONFECTIONS. SPALDING'S THROAT CONFECTIONS.

They relieve a Cough instantly. They clear the Throat. They give strength and volume to the Voice. They impart a delicious aroma to the Breath. They are delightful to the Taste. They are made of simple herbs, and cannot harm

I advise every one who has a Cough, or a Husky Voice, or Bad Breath, or any difficulty of the Throat. to get a package of my Throat Confections. They will relieve you instantly, and you will agree with me that "they go right to the spot." You will find them very useful and pleasant while travelling or attending public meetings, for stilling your cough or allaying your thirst If you try one package I am safe in saying that you will ever afterwards consider them indispensable. You will find them at the Druggists and Dealers in Medicines.

PRICE TWENTY FIVE CENTS. My Signature is on each package. All others are

A package will be sent by mail, prepaid, on receipt Thirty Cents. Address

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No. 48 CEDAR STREET, NEW YORK.

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SICK HEADACHE. CURE

NERVOUS HEADACHE.

CURES ALL KINDS OF HEADACHE

By the use of these Pills the Periodical attacks of Nernous or Reck Headache may be prevented; and if take encement of an attack immediate relief from pain and sickness will be obtained. They seldom fail in removing the Nausca and Head-ache to which females are so subject. They act gently on the bowels, removeing Costiveness For Literary Men, Students, Delicate Females, and

all persons of sedentary habits, they are valuable as a Lazitive, improving the appetite, giving tone and vigor to the digestive organs, and restoring the natural elasti-oity and strength of the whole system. The CRPHALM PILLS are the result of long investigation and carefully conducted experiments, having been in use many years, during which time they have prevented and relieved a vast amount of pain and suffering from Headache, whether originating in the nervous system or from a deranged state of the stomach. They are entirely vegetable in their composition, and may be taken at all times with perfect safety without making any change of diet, and the absence of any dis-

agreeable staste renders it easy to administer them to BEWARE OF COUNTERFEITS! The genuine have flive signatures of Henry C. Spalding on each Box. Sold by Druggists and all other Dealers in Medicines A Box will be sent by mail prepaid on receipt of the

PRICE, 25 CENTS. All orders should be addressed HENRY C. SPALDING, 48 CEDAR STREET, NEW YORK.

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

From the Democrat, St. Cloud, Minn.

If you are, or have been troubled with the headsche, send for a box, [Cephalic Pills,] so that you may have them in case of an attack. From the Advertiser, Providence, R. I. The Cephalic Pills are said to be a remarkably effec-tive 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, Rt. 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, Ld.
Try them! you that are afflicted, and we are sure that
your testimony can be added to the already numerous
list that has received benefits that no other medicine can

From the St. Louis Democrat.

mense demand for the article (Cephalic Pills) From the Gasette, 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 most 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. The SPALDING'S PREPARED GLUE! SPALDING'S PREPARED GLUE!

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SAVE THE PIECES! ECONOMY ! DISPATOH A STITCE IN TIME SAVES NIME." THE As accidents will happen, even in well-regulated fami-lies, it is very desirable to have some cheap and conveni-ent way for repairing Furniture, Toys, Crockery, &c. SPALDING'S PREPARED GLUE meets all such emergencies, and no household can afford to do without it. It is always ready, and up to the sticking

"USEFUL IN EVERY HOUSE." N. B.—A Brush accompanies each bottle. Price, 25 HENRY C. SPALDING, No. 48 CEDAR STREET, NEW YORK.

As certain unprincipled persons are attempting to paint off on the unsuspecting public, imitations of my PBE-PARED GLUE, I would caution all persons to examine before purchasing, and see that the full name, BEST QUALITY ROOFING SLATE

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Counterfolts. 87 SPALDING'S PREPARED GLUE THE is on the outside Wrapper; all others are swindli

CAUTION.

PHILADELPHIA
AND BEADING BAILROAD.

PASSENGER TRAINS FOR POTTSVILLE, READING, and HARRISBURG, on and after May 20, 1861.
MORNING LINES, DAILY, (Sundays excepted.)
Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill streets,) at 8 A. M., connecting at Harrisburg with the PENNSYLVANIA
RAILROAD 1 P. M. train, running to Pitteburg; the
CUMBERLAND VALLEY 1.05 P. M. train running to
CHAMBERLAND CARLEY 1.05 P. M. TRAIN C Chambersburg, Carlisle, &c.; and the NORTHERN CENTRAL BAILBOAD 1 P. M. train running to Sm-

To Phœnixville..... Reading.....

Ralston.....238
Troy.....261 Williamsport and Elmira Railroad.

SUMMER AR-RANGEMENT.—PHILADEL-PHIA, GERMANTOWN, and NORRISTOWN RAIL-LOAD.

LOAD.
On and after Monday, May 13, 1861.

FOR GERMANTOWN.
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 3, 5, 4, 6, 6, 6, 7, 7, 8, 9, 10½, and 11½ P. M.
Leave Germantown, 6, 7, 7½, 8, 8.20, 9, 10, 11, 12 A.
M., 1, 2, 3, 4, 5, 6, 6½, 7½, 8, 9, 10½ P. M.
The 8.20 A. M. and 3.26 P. M. Trains stop at Germantown only. ON SUNDAYS.

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

rmantown road.
ON SUNDAYS. UN SUNDAIS.

Leave Philadelphia, 9.05 A. M., 2%, 5, and 7% P. M.

Leave Chestnut Hill, 7.50 A. M., 12.40, 5.10, and 9.10, M. FOR CONSHOHOCKEN AND NORBISTOWN.

FOR CONSHOHOCKEN AND NORBISTOWN.
Leave Philadelphia, 5.50, 7%, 9.05, 11.05 A. M., 1.05, 8.05, 4%, 8%, 8, and 11 ½ P. M.
Leave Norristown, 6, 7, 8.05, 9, 11, A. M., 1¼, 4¼, 6¼, 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 Philadelphia, 5.50, 7½, 9.05, 11.05 A. M., 1.05, 2.05, 3.05, 4½, 6½, 8, and 11 ½ P. M.
Leave Manayunk, 6½, 7¼, 8.35, 0½, 11¼ A. M., 2, 8½, 5, 7, and 10 P. M.

ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3, 5, and 7½ P. M.
Leave Manayunk, 7½ A. M., 1½, 6½, and 9 P. M.

H. K. SMIMM, General Superintendent, my11-tf Denot NINTH and GREEN Streets.

THE PENNSYLVANIA CENTRAL RAILROAD, 250 MILES DOUBLE TRACK. 1861. 1861.
THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.
THREE THROUGH PASSENGER TRAINS THE COUNTRY.

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

oute. Express and Fast Lines run through to Pittsburg, rithout change of Cars or Conductors. All Through assenger Trains provided with Loughridge's Patent Brake—speed under perfect control of the engineer, thus dding much to the seafery of travellers. adding much to the safety of travellers.

Smoking Cars are attached to each Train; Woodruff's Siteping 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: 4.00 P. M. at 5.40 P. M. No. 1, at 8.15 A. M. No. 2, at 12.00 P. M. West Chester Passengers will take the West Chester los. I and 2 Harrisburg accommodation and Columbia engers 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 Baitimore; and Tickets Eastward at any of the important
Bailroad offices in the West; also on board any of the Fare always as low, and time as quick, as by any ther route.

For further information apply at the Passonger Station, Southeast corner of Eleventh and Market streets.

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The connection of tracks by the Railroad Bridge at Pittsburg, avoiding all drayage or ferriage of Freight together with the saving of time, are advantages readily appreciated by Shippers of Freight, and the Trayelling Public.

Merchants and Shippers entrusting the transportation of their Freight to this Company, can rely with confidence on its speedy transit.

THE RATES OF FREIGHT to and from any point in the West by the Pennsylvania Railroad are at all times as favorable as are charged by other Railroad Companics.

Be particular to mark packages "via Pennsylvania Bailroad."

For Freight Contracts or Shipping Directions, apply ia Bailroad."

For Freight Contracts or Shipping Directions, apply to, or address either of the following Agents of the Comsage, apply to
mb4-tf
4 BOWLING GREEN, New York.

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

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H. S. Pierce & Co., Zanesville, O.; J. J. Johnson, Ripley, O.; R. McNeely, Binysville, Ky.; Ormsby & Oroper, Pertsmouth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athern & Hibbert, Cincinnati, O.; R. C. Meldrum, Madison, Ind; Jos. E. Moore, Loulsville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; R. F. Ssus, Shaler & Glass, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. H. Koonts, Alton, Ill.; or to Freight Agents of Railroads at different points in the West.

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

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

E. LEWIS, Gen'l Supt, Altoona, Pa. ja3-1y

1861. 1861.

ARRANGEMENT OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILA-DELPHIA AND TRENTON RAILROAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES.
FROM WALNUT-STREET WHARF AND KENSINGTON DEPOT. WILL LEAVE AS FOLLOWS-VIZ: PARM. At 5 A. M., via Camden and Amboy, C. and A. Ac-

At 4½ P. M., via Kensington and Jersey City, Evening Evareas

ton, Florence, Bordentown, &c., at 12%, 1, 2%, 4%, and
Steamboat Trenton, for Bordentown and intermediate
places, at 2% 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 Buggage, 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.

NODETH DERMICSYL NORTH PENNSYL-

FOR BETHLEHEM, DOYLESTOWN, MAUGH CHUNK, HAZLETON, EASTON, ECKLEY, WILKESBARRE, &c. THREE THROUGH TRAINS. On and after MONDAY, MAY 13, 1860, Passenger Trains will leave FRONT and WILLOW Streets, Phila-delphia, daily. (Sundays excepted.) as follows: At 6.40 A. M., (Express,) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Wilkesbarre, &c.
At 2.45 P. M., (Express,) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Wilkesbarre, &c.
At 2.45 P. M., (Express,) for Bethlehem, Easton, &c.
This train reaches Easton at 6 P. M., and makes a close connection with the New Jersey Central for New At 5.15 P. M., for Bethlehem, Allentown, Mauch Ohunk, &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 Railwoad 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 5.83 . 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.

WEST CHESTER
SYLVANIA RAILROAD, leave depot, corner ELEVENTH and MARKET Streets, at 8.16 A. M., 12 moon,
2.50 P. M., and 4 P. M.
On Sunday, leave Philadelphia at 7.80 A. M., and
West Chester at 4 P. M.

y80-tr

WOAD-500 lbs. for sale by

SALES BY AUCTION. No. 429 MARKET STREET. F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 CHESTNUT St. DHILIP FORD & CO., AUCTION-

EERS, Nos. 525 MARKET and 522 COMMERCE LARGE SALE OF 1,500 CASES BOOTS, SHOES, LARGE SALE OF 1,600 CASES BOOTS, SHOES, BROGANS, &c.

This horning,
Sept. 19, at 10 o'clock precisely, will be sold, by catalogue, 1,600 cases men's, boys', and youths' calf, kip, and grain boots; calf, and kip brogans, Congress gaiters, Oxford ties, futine shoes, &c.; women's, misses', and children's calf, kip, goat, morocco, and kid, heeled boots and shoes, gaiters, slippers, buskins, &c. Also. a large and desirable assortment of first-class city-made goods.

For Open for examination, with catalogues, sariy on the morning of sale.

M. FITZPATRICK & BROS.. AUCTIONÉERS, 604 CHESTNUT Street, above Sixth.

SALES EVERY EVENING, BALES EVERY EVENING,
At 7 o'clock, of books, stationery, and fancy goods,
watches, jewelry, clocks, silver-plated ware, cutlery,
paintings, musical instruments, &c.
Also, hosiery, dry goods, boots and shoes, and merchandise of every description.
DAY SALES
Every Monday, Wednesday, and Friday, at 10 o'clock
A. M.
PRIVATE SALES

A. M.

PRIVATE SALES.

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

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

It liberal cash advances made on consignments.
Out-door sales promptly attended to. IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADEL-

PHIA.

Estate of SAMUEL A. SPARKS, Deceased.

Notice is hereby given that an appraisement of the personal centre elected to be retained by the widow of said decedent, under the acts of April 14, 1851, and April 8, 1858, has been filed in the said Court, and that the same will be allowed on the FOURTHI DAY OF OCTOBER NEXT, unless exceptions are filed thereto.

EDWARD WALN,

Attorney for Petitioner. IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADEL-Fatate of Minors of JOHN DIAMOND, deceased, Account of Anna H. Diamond, guardian of Mary, He-len V., and Theresa Diamond. Account of Anna H. Diamond, guardian of Helen V.

COAL. M. N. HEATON'S
LEHIGH AND LOCUST MOUNTAIN COAL
WHARF, 923 North Delaware avenue, above Poplar street.

All Coal particularly selected and prepared for family use. Housekeepers desiring to lay in their winter supply will be furnished with a good and clean article at very reduced prices for cash.

Dealers and Manufacturers supplied at wholesals prices.

Au20-tuth&s2m*

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

No. 44 N. R. RATES OF PASSAGE
THROUGH FROM PHILADELPHIA.
Cabin, to Queenstown, or Liverpool. \$75
Do. to London, via Liverpool. \$30
Steerage to Queenstown, or Liverpool. \$30
Do. to London. \$35
Do. Return tickets, available for six months, from
Liverpool. \$60
Passengers forwarded to Havre, Paris, Hamburg,
Bremen, and Antwerp at through rates.

Bremen, and Antwerp at through rates. Certificates of passage issued from Liverpool to New

In Liverpool, to WM. INMAN,
Tower Building Tower Buildings.
In Glasgow, to WM. INMAN,
13 Dixon street. THE BRITISH AND NORTH AMERICAN BOYAL MAIL STEAM

FROM NEW YORK TO LIVERPOOL.

The ships from Boston call at Halifax and Cork Harbor.

PERSIA, Capt. Julkins.
ARABIA, Capt. J. Stone.
ASIA, Capt. J. Stone.
ASIA, Capt. E. G. Lott.
AUSTBALASIAN,
Capt. Cook.
EUROPA, Capt. Moedie.
Capt. Cook.
SCOTIA, (now builsing.)
These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.
AFRICA, Shannon, leaves N. York, Wednesday, Aug. 24.
PERSIA, Judkins,
N. York, Wednesday, Aug. 22.
CANADA, Meodie,
Boston, Wednesday, Sept. 4.
ASIA, Lott,
N. York, Wednesday, Sept. 11.
ARABIA, Stone,
Berths not secured until paid for.
An experienced Surgeon on board.
The ewners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed. For freight or passage, apply to

RAILROAD LINES. SPRING AR-RANGEMENT. PHILADEL-PHIA, WILMINGTON, AND BALTIMORE RAIL-On and after MONDAY, AUGUST 19, 1861. PASSENGER TRAINS LEAVE PHILADELPHIA: For Baltimore at 8.15 A. M., 11.35 A. M., (Express), and 10.50 P. M. For Chester at 8.15 A. M., 11.35 A. M., 4.15 and 10.50 P. M. For Wilmington at 8.15 A. M., 11.35 A. M., 4.15 and

For Willington at 6.15 A. M., 17.05 A. M., 10.50 P. M. For New Castle at 8.15 A. M. and 4.15 P. M. For Dover at 8.15 A. M. and 4.15 P. M. For Milford at 8.16 A. M. TRAINS FOR PHILADELPHIA: Leave Bultimore at 8.30 A.M. (Express), 10.15 A.M., and 4.45 P.M.
Leave Wilmington at 6.50 and 11.33 A.M., 1.50 and 8 Leave Salisbury at 1.40 P. M.
Leave Milford at 4 P. M.
Leave Dover at 9.05 A. M. and 5.20 P. M.

Leave New Castle at 11 A. M. and 7.20 P. M. Leave Chester at 7.40 A. M., 12.15, 2.25, and 8.40 P. M. Leave Baltimore for Dover and intermediate stations at 10.16 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 FREIGHT TRAIN, with Passenger Car attached, will run as follows:
Leave Philadelphia for Perryville and intermediate Leave Philadelphia for Perryville and intermediate places at 5.30 P. M.

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

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

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

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

stations at 6.15 A. M.

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

ON SUNDAYS ONLY:

At 10.50 from Philadelphia to Baltimore.

At 4.45 from Baltimore to Philadelphia.

B. M. FELTON, President. ELMIRA ROUTE.— BA RAILROAD.

QUICKEST ROUTE to Tamaqua, Catawissa, Rupert,
Wilkesbarre, Scranton, Danville, Milton, Williamsport,
Troy, Rakston, Canton, Elmira, Buffalo, Niagara Falis,
Rochester, Cleveland, Detroit, Toledo, Chicage, St.
Louis, Milwaukee, and all points North and West.
Passenger trains will leave the new Depot of the Philadelphia and Reading Railroad, corner BROAD and
CALLOWHILL Streets, (Passengers entrance on Callowhill street,) daily, (Sundays excepted), for above
points, as follows:

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

The above trains make direct connections at Elmira with the trains of the New York and Eric, Canandaigus and Niagara Falls, and Buffalo, Now York and Eric, and New York Central Railroads, from all points North and West, and the Canadas.

Baggago checked to Elmira, Buffalo, and Suspension Bridge, and all intermediate points.

Tickets can be procured at the Philadelphis and Elmira Railroad Line's Ticket Office, northwest corner of SIXTH and CHESTNUT Streets, and at the Passenger Depot, corner THRTEENTH 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, apple-tf. WEST CHESTER AND PHILADELPHIA BAIL-

VIA MEDIA. FALL ARRANGEMENT.

On and after MONDAY, Sept. 2d, 1861, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of EIGHTEENTH and MARKET Streets, at 8 and 10.30 A. M., and 2, 4.30, and 7 P. M., and will leave the corner of THIRTY-FIRST and MARKET Streets, (West Philadelphia,) at 17 minutes after the starting time from Eightcenth and Market streets.

ON SUNDAYS.

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

HENRY WOOD, road for Concord, Kennet HENRY WOOD, General Superintendent.

Oxford, &c. se2-tf PHILADELPHIA
AND READING RAILROAD
PHILADELPHIA, April 27, 1861.
SEASON TICKETS.
On and after May 1, 1861, season tickets will be issued by this company for the periods of three, six, nine, and twelve months, not transferable. discount.

These tickets will be sold by the Treasurer at No. 227
South FOURTH Street, where any further information can be obtained.

8. BRADFORD,
ap20-tf
Treasurer.

EXPRESS COMPANIES. THE ADAMS EXPRESS
OOMPANY, Office 320 CHESTNUT
Birect, 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. B. SANDFORD,

jol5
Genera | Superintendent

SALES BY AUCTION. M. Nos. 139 and 141 South FOURTH Stree (Formerly Nos. 67 and 69.) THOMAS & SONS, PUBLIC SALES MEAL ESTATE AND STOCKS.
IT THE EXCHANGE, EVERY TUESDAY, at 12
clock noon, during the business season. In July and

August, only occasional sales.

REAL ESTATE AT PRIVATE SALE.

We have a large amount of real estate a private sale, including every description of city and country property. Printed lists may be had at the Auction Store. SALE OF SUPERIOR FURNITURE, FRENCH-SALE OF SUPERIOR FURNITURE, FRENCH-PLATE MIRROR, ELEGANT BROCATEL LECURTAINS, OFFICE FURNITURE, DESKS, COUNTER TABLES, BEDS AND BEDDING, CHINA AND GLASSWARE, FINE CARPETS, &c. CARD.—One Sale this morning, at the Auction Store, besides the furniture, carpets, &c., sold by order of executors, 600 lots superior second-hand furniture, 2 suits of elegant brocatelle window curtains and gilt corrains and gilt corridors, 3 fine gold watches, in perfect order, office furniture, counting-house desks, counter tables, large show-case, beds and belding, fine Brussels and other carpets, &c., forming an attractive assortment, worthy the attention of ladies and others desirous of purchasing.

hasing.
Catalogues now ready, and the articles arranged STOCKS, PEW, &c.
On Tuesday,
September 24, at 12 o'clock noon, will be sold at public sole, at the Philudelphia Exchange—
3,250 shares Bohemian Mining Company of Michigan,
for non-anyways of first

o.200 shares Boleman Mining Company of Michigan, for non-payment of assessments.

\$2,000 Phoenix Insurance Company Scrip.

PEW—ST. MARK'S CHURCH.

Also, Pew No. 40, middle nisle, St. Mark's Episcopal Church, Locust street. It cost \$500, and is one of the most desirable pews in the church.

I share in the Mercantile Library Company.

For account of Whom it may concern—

120 shares City Passenger Bailroad Company of Cincinnal. innati." 120 shares Passenger Railroad Company of Cincinnati. BALE OF REAL ESTATE-24TH SEPTEMBER, At the Exchange. Descriptions preparing. EXECUTORS' SALE—ES? ATE OF CHARLES AL. LEN, deceased.
Our sale 24th inst, will include the following—
No. 1.—VALUABLE BRICK STORE AND DWELL.
LING, No. 304 South Second street, Handsome new ront, modern improvements, &c.
No. 2.—THREE-STORY BRICK DWELLING, with
sack buildings and imodern improvements, No. 528 Pino

back buildings and modern improvements, No. 525 Pine street.

No. 3.—FOUR STORY BBICK DWELLING, No. 213 Union street, with four-story brick dwellings in the rear forming a court.

No. 4.—VALUABLE COUNTRY SEAT, with three acres, at the junction of North Pennsylvania Railroad and Nicetown lane.

FIDEDIAL STBEET.—Modern Dwelling, No. 328

Federal street, opposite Jefferson Square.

MODERN THERE-TORY BRUCK RESIDENCE, southeast corner of Fifth and Coates streets, has the modern improvements and conveniences. ImMediate possession. Terms—25,000 may remain on mortgage.

Sale at Nos. 138 and 141 South Enough Street. session. Terms—35,000 may remain on mortguge.

Sale at Nos. 139 and 141 South Fourth Street.

SUPERIOR FURNITURE, FRENCH-PLATE MIRB-BORS, PIANO-FORTES, BEDS AND BEDDING
BRUSSELS AND OTHER CARPETS, &c.

This Morning,

At 9 o'clock, at the Auction Store, an assortment o excellent second-hand furniture, elegant plano-fortes fine mirrors, carpets, heds and bedding, &c., from families declining housekeeping, removed to the store for consponence of sale.

enience of sale. Also,
The superior furniture, carpets, &c., from a family deping housekeeping. A lady's fine gold hunting-case lever watch, 13 jewels. A fine gold watch and case. A fine gold watch. Counter tables, double counting-house desks, office fur-

Counter tables, double counting-house desks, omce turniture, &c.

2 suits elegant brocatelle and lace window curtains, with cornices and cords and tassels.

A pet monkey, and parrot and cage.

A large plate glass show-case. BALE OF POPULAR SCHOOL BOOKS, JUVE-NILES, STATIONERY, &c. On Friday Evening,
September 20, at the Auction Store, commencing at 7%
Yelock, a collection of popular school books, juveniles,

tationery, &c.

Full particulars in catalogues. Sule for account of the United States.

WOOL, COTTON, AND LEATHER CUTTINGS.
On Saturday Morning,
21st instant, at 10 o'clock, at the Auction Store, without reserve, 10,100 his dark blue kersey cuttings, 8,900
his sky blue, 6,750 his cotton and wool, 1,774 his list,
10,000 his cotton, 1,420 his linen, 2,902 his sole leather,
225 his rope, 379 his flannel, &c. MOSES NATHANS, AUCTIONEER
AND COMMISSION MERCHANT, southeast
corner of SIXTH and RACE Streets.

AT PRIVATE SALE,
AT PRIVATE SALE,
AT PRICES TO SUIT THE TIMES.

The following articles will be sold for less than half the naual selling price:

Fine gold hunting-case, double-case, and louble-bottom English patent lever watches, of the most approved and best makers; fine gold double-time English patent lever watches; independent seconds lever watches; fine gold hunting-case and open-face escapement lever and lepine watches; lineizental and duplex watches; silver hunting-case, double-case, and double-bottom English patent lever, escapement lever, and lepine watches, of the most approved and best makers; double-case and open-face silver watches; silver quartier and single-case watches; fine gold vest, neck, fob, and guard chalms; diamond finger-rings and breast-pins; sets of the gold lewelry; gold breast-pins, ear-rings, finger-rings, pricelets, pencil-cases, pens, and jewelry of overy description; guns, pistols, nusical instruments, plano-fortes, and exclictes generally.

MONEY TO LOAN.

MONEY TO LOAN.

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

MACHINERY AND IRON. PENN STEAM ENGINE

AND BOILER WORKS.—NEAFIEA

LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having, for many years,
been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, from Boats, Water Tanks,
Propellers, &c., &c., respectfully offer their services to
the public, as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary, having
sets of patterns of different sizes, are prepared to exacute orders with quick despatch. Every description of
Pattern making made at the shortest notice. High and
Low Pressure, Flue, Tubular, and Cylinder Boilers, of
the best Pennsylvania charcoal iron. Forgings, of all
sizes and kinds; Iron and Brass Castings, of all descriptions, Roll Turning, Strew Cutting, and all other
work connected with the allove business.

Drawings and Specifications for all work done at their
establishment, free of charge, and work guaranted.

The subscribers have ample what-dock room for repairs of boats, where they can lie in perfect safety, and
are provided with shears, blocks, falls, &c., &c., &c.,

JOHN P. LEVY

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FIFTH AND WASHINGTON STREETS,
PRILADELPHIA.

MERRICK & SONS,
ENGINEERS AND MACHINISTS,
Manufacture High and Low Pressure Steam Engines,
for land, river, and marine service.
Boilers, Gasometers, Tanks, Iron Boats, &c.; Clastings of all kinds, either iron or brass.
Iron-Frame Roofs for Gas Works, Wo shops, Ballroad Stations, &c.
Retorts and Gas Machinery of the la st and most
improved construction.
Every description of Plantation Machinery, such as
Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam
Trains, Defecators, Filters, Pumping Engines, &c.
Sole Agents for N. Killicux's Tatent Sugar Boiling
Apparatus; Nesmyth's Patent Steam Hammer, and Aspinwall & Wolsey's Patent Centrifugal Sugar Draining
Machine. DOINT PLEASANT FOUNDRY, No. 951 BEACH Street, Kensington, Philada, WILLIAM H. TIERS informs his friends that, having purchased the entire stock of Patterns at the above Foundry, he is now prepared to receive orders for Bolling, Grist, and Saw-Mill Castings, Soap, Chemical, and House Work, Gearing. Castings made from Beverberatory or Cupola Furnaces, in dry or green sand, or my9-tf

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will be poetry, skrtches, biography, and **o**f ginal and Selected TALES, chosen for their lessons of Life, illustrations of History, depicture of Manners, and general merit, and adapted, in their variety, to the tastes of both sexes and all ages. THE LITERARY CHARACTER Of THE WEEKLY PRESS, now universally acknowledged to be of an elevated stamp, shall not only maintain its present High Standing, but shall be enhanced by im-portant and valuable contributions from able Writers. Deeming Purity of Morals the great safeguard of private happiness and public prosperity, we shall carefully exclude from our columns everything which may reasonably be objected to on the score of improper tendency. The

fields of pure Literature afford sufficient material to ACCEPTABLE FAMILY NEWSPAPER. Containing all the elements of excellence, without a single objectionable line; and the proprietor of THE WEEKLY

PRESS may justly claim that no head of a family need hesitate to let its columns go under the notice of any ember of his Household. THE POLITICAL COURSE Of THE WEEKLY PRESS need not be enlarged upon here. Independent, steady, and fearless, it has battled unwaveringly and zealously in defence of THE RIGHTS

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