GENERAL NEWS. An Afflicted Family .- The Miflet family, residing in Minot, Maine, has lost 14 children by diptheria within the last few months, and not a single child or person of any other family in the vicinity or town has died of this disease. Two of the children in the same branch of the family died the same day and same hour. Three brothers of the family lost each three children. A sixter of of the family lost each three children. A sister of the brothers lost three children; two others lost,

of the family lost each three children. A sister of the brothers lost three children; two others lost, each of them, one, making 14 children in all, out of one femily, who have died of diptheria within a few months.

The meanth of the troops, good as it has heretofore been, has improved within the past week, taking the statistics of ten hospitals, distributed as follows: I nate E-street Hospital, 55; in the Union, 162; in the Seminary, 118; in Columbia Cellegg, 201; in the Seminary, 118; in Columbia Cellegg, 201; in Alexandria, 175; erupt ve diseases, 20.

This shows a decrease of about 100 since the previous week.

The Purchase of Prepared Food.—Secretary Cameron last week ordered the commissary general hereafter to buy desiceated vegetables and other prepared food from American manufactures, and not to make any more contracts for foreign articles, giving as his reason his desire that all the money of the country should be kept here to carry on the war.

Major H. F. Clark, chief of the commissary's department on General McClellan's staff, was married recently to a daughter of Colonel Taylor, of the subsistence department. The bride is a nice of ex-President Taylor. The ceremony took place in Rev. Dr. Hall's church, and among the witnesses were Generals Scott, McClellan, and other military notables.

Leland Stanford, of West Troy, N. Y. He studied law in Albany, but for a few years past has been engaged in mercantile business in Sacramento.

Iowa Preparing to Draft.—N. B. Baker, Adjutant General of Lowa, announces that to meet

IOWA PREPARING TO DRAFT .- N. B. Baker, hounds and boleter, (the bolster to be four feet five inches long, five inches wide, and three and a half deep,) with Adjutant General of Iowa, announces that to meet promptly the demand of the General Government and of General Fremont, the military necessity exists of making a draft from the able-bodied men of The tongue to be ten feet eight inches long, four inches wide and three inches thick at front end of the hounds, and two and a quarter inches wide by two and three-quarter inches deep at the front end, and so arranged as to lift up, the front end of it to hang within two feet of the ground when the wagon is standing at rest on a level surface. the State between the ages of eighteen and forty-PROFESSOR OF MATHEMATICS IN THE WEST-

ERN UNIVERSITY.—On the 13th inst., the trustees of the Western University elected George Harvey Christy. A. B., to succeed Prof. J. D. Hancock, who has resigned the professorship of mathematics. MAJOR W. W. TULEY, commanding the Seventh Regiment. Indiana Legion, has been appointed by Governor Morton to the colonelcy of the regiment, and directed to report his command imme-diately to General Anderson at Louisville. Two MEN, named Houston and Alexander

Britton, were murdered and afterwards robbed by four Spaniards at Thurman and McIntyre's ranche,

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

The front hounds to be six feet two inches long, three inches thick, and four inches wide over axletree, and to retain that width to the back end of the tongue; jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three eighths of an inch thick, fastened on top of the hounds over the back end of the tangue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end one and a half inches to clamp the front hounds together, and fastened on the under side, and at front end of hounds, with half inch screw bolt through each hound, a seven-eighth inch bolt through tongue and hounds in the centre of jaws, to secure the tongue in the hounds; a plate of iron three inches wide, one quarter inch thick, and one foot eight inches long, secured on the inside of jaws of hounds with two rivets, and a plate of the same dimensions on each side of the tongue, where the tongue and hounds run together, secured in like manner; a brace of seven-eighths of an inch round iron to extend from under the front axletree, and take two bolts in front part of the hounds, same brace three-quarters of an inch round to continue to the back part of the hounds, and to be fastened with two bolts, one near the back end of the hounds, and one through the slider and hounds; a brace over front bolster one and a half inch wide, one-quarter of an inch round to continue to the back part of the hounds, and three quarter inches thick, and three inches wide; jaws one foot long where they clash the coupling pole; the bolster four feet five luches long, and five inches long, two and three quarter inches thick, and three inches wide; jaws one foot long where they clash the coupling pole; the bolster four feet five luches long, and five inches wide, by three inches deep, with steady iron two and a half inches and HON. WILLIAM B. BRIGGS died at Montpelier. Vt., on the 20th inst., aged seventy years. s was for many years a prominent peli-THE PARTING between Commodore Stringham and the officers and sailors of his fleet was very affecting. All the sailors manned their different affecting. All the sailors manned ships and vociferously cheered him EDWIN FORREST'S farewell engagement in Boston begins on the 20th instant. His first character will be Damon. He will be supported by Mr. E. Adams and Mrs. Gladstane. CAPT. LOUIS PHILIPPE d'ORLEANS and Capt.

Robert d'Orleans are henceforth the designations ite de Paris and Duc de Chartres. They will be aids to Gen. McClellan. THE KING OF PORTUGAL has issued a decree prohibiting his subjects from fitting out vessels for THE REBEL GENERAL, Buckner, owns property in Chicago, which will no doubt be confiscated.

the bolster stocks and hounds to be secured with four half-inch screw bolts, and one half-inch screw bolt through the coupling pole.

The coupling pole nine feet eight inches long, three inches deep, and four and a half inches wide at front end, and two and three-quarter inches wide at back end; distance from the centre of king bolt hole to the centre of the back axletree six feet one inch, and from the centre of king bolt hole to the centre of the mortice in the hind end of the pele eight feet nine inches; king bolt one and a quarter inches dismeter, of best refined iron, drawn down to seven-eighths of an inch where it passes through the iron axletree; iron plate six inches long, three inches wide, and onc-eighth of an inch thick on the doubletree and tongue where they rub together; iron plate one and a half by one-quarter of an inch on the sliding bar, fastened at each end by a screw bolt through the hounds; front bolster to have plates above and below eleven inches long, three and a half inches wide, and three-eighths of an inch thick, corners drawn out and turned down on the sides of the bolster, with a nuil in each corner, and four countersunk nails on top; two bands on the hird hounds, two and two and a half inches wide, of No. 10 band iron; the rub plate on the coupling pole to be eight inches long, one and three-quarters inches wide, and one quarter of an inch thick. Doubletree three feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron ring and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, two and a quarter inch hick. Lead bars, stretchers, and singletrees for six-mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the whed and middle pairs with open rings to attach them to the doubletree and lead bar Ax office has been opened by the American Telegraph Company at Perryville, Md. CONGRESSMAN DUNN, of Indiana, has been appointed on the staff of General McClellan. PENNSYLVANIA ITEMS.

Politics in Eric County.—The bone and sinew, to use the words of the Dispatch, of Erie county, irrespective of party, met in Farrar Hall, Erie, on Thursday last, for the purpose of putting in the field a Union ticket, to be supported at the October election. James Giles, of Girard, presided, assisted by a number of the most prominent gentlemen of the county as vice presidents. The Convention, which was composed of the most eminent and patriotic citizens of the county, placed the following ticket in the field: For State Senator, Wm. A. Galbraith, (Union Democrat); associate judges. A. Galbraith, (Union Democrat); associate judges. Wm. Cross and James Chambers, (Republicans); Assembly, Geo. H. Cutter, (Democrat), and M. R. Barr, (Republican); sheriff, Jos. L. Cooke, (Republican); county commissioner. Isaac Webster, (Bell and Everett); director of the poor. Daniel Kennedy, (Republican); and auditor, Stutley Stafford, (Republican). The Convention passed a series of resolutions sustaining the President, and de-nouncing the renegade peace men. STATE MEDICAL BOARD.—The Medical Board. ordered to assemble in Harrisburg on October 2d, will consist of Drs. Wilmer Worthington, of West Chester; Wm. Corson, of Norristown; Trail Green. of Easten; and Surgeon General Henry II. Smith, of Philadelphia. The examination will be a written one, and occupy one day.

DIATH OF A MINISTER.—Rev. Dr Campbell. a worthy and esteemed minister of the Presbyterian Church, died at his residence in McClure township.

of a large concourse of relatives and friends THE Union Judicial Conference of Bucks and Montgomery counties, representing the Seventh Judicial District, met at the Montgomery House, in Norristown, on Monday, the 23d inst., and nominated Judge Smyser for President Judge of the district THE Judicial Convention of the 7th district, composed of the counties of Bucks and Montgomery. have nominated Hon. Henry Chapman for president indresses the district

The hody to be straight, three feet six inches wide, two feet deep, ten feet long at the bottom, and ten feet aix inches at the top, along agually at each end all in the clear or inside; the bed pieces to be two and a half inches wide, and three inches eep; from the seers to inches deep by two and a half inches wide; and three inches deep; the pieces two mad a half inches wide and three inches deep, and four inches deep in the middle to rest on the coupling pole; to prail one and a half inches wide and one rail in from, with a scat on strap hinges to close it up as high as the sides; a box three feet four inches long, the bottom five inches wide front side, in inches a half inches deep, and eight and a half inches at the top in parallel line to the body all in the clear, to be substantially fastened to the front end of the body, to have an iron strap passing round each end, secured to the head piece and front rail by a rivet in each end of it passing through them, the lid to be fastened to the front ruil with two good strap hinges, a strap of five-eighth iron around the box a half inch from the top edge, and two straps same size on the lid near the front edge, to prevent the mules from eating the box; it have a join hap fastened to the middle of the lid, with a good wooden cleat on the inside, a strap of fron on the centre of the box with a straple passing through it, to fasten the lid to; eight stuks and two rails on each side; one botster fastened to the body, six inches deep and four inches wide at king bolt hole, kron rod in front and centre, of eleven-sixteenths of an inch round iron, with a head on the top of rail and nut on tow or end; iron rod and brace behind, with shoulders on top of tail piece, and nuts on the under side, and a nut on top of rail; a plate two and a half inches wide, of No. 10 band fron on tail piece, earns st the body; two mortices in tail piece, and hind bar two and a quarter inches wide and one inch thick, to receive pieces three feet four inches long, to be of thee-eighths of an i dent judge of the district. Hon. WM. STEWART, of Mercer, has received the nomination for President Judge, by the Judicial Convention composed of the counties of Mercer, Venango, Clarico, Jefferson, and Elk.

PHILADELPHIA BOARD OF TRADE. ABRAHAM J. LEWIS, BENJ'N MARSHALL, COMMITTER OF THE MONTH. WM. B. THOMAS,

At the Merchants' Exchange, Philadelphia. Bark Addison Child, Smith. Buenos Ayres, soon Bark Elizabeth J, Foulke.Port Spain, Trin, soon MARINE INTELLIGENCE. PORT OF PHILADELPHIA, Sept. 26, 1861.

ARRIVED.

Bark White Wing, Esling, from Puerto Cabello 7th inst, with hides to John Pallett & Co. Sailed in company with bark Clara R Sutil, of New York, for Maracaibo, Left no American vessels in port. Passed the ship Zone, from Leghorn, at 8 o clock last evening, above Liston's Tree, coming up.
Schr Joseph Maxfield, May, 6 days from Boston, with Schr Joseph Maxfield, May, 6 days from Boston, with made to Crowell & Collins,
Schr Carlton Jane, Rowland, 3 days from New York, with ice to captain.
Schr Hos It Hughlett, Beckwith, 2 days from Easton,
Md. with wheat and corn to Jus L Bewley & Co.
Schr Harriet and Sarah, Tice, from Chelsea.
Schr Louisa Frazier, Beaston, from Boston.
Schr Vernallion, Avery, from New York.

CLEARED. CLEARED.

Ship Tonawarda, Juliue, Liverpool, Cope Bros.

Schr Harriet & Sarah, Tice, Washington, Noble, Hammett & Caldweil.

Schr L Frazier, Beaston. Curacea, Repplier & Bro.

Schr Vermillion, Avery, Norwich, R Hare Powell.

Schr Beni L Berry, Weaver, Boston, do

(Correspondence of the Press.)
HAVRE DE GRACE, Sept 23. HAVRE DE GRACE. Sept 20.

The steamer left here this morning with 6 boats in tow, laden and consigned as follows:
Helen I. Leathers, lumber, and Margaret Williamson, staves and shingles to W C Lloyd; Col W M Murray and Corsair, railread iron to New York; Conrow & Barber, bituminous coal to Richmond; W II Young, do to Delaware City.

MEMORANDA.
Ship Kate Prince, Gerrish, sailed from Liverpool 9th inst. for Philadelphia.
Ship Florence, Wadsworth, cleared at New York 24th inst. for San Francisco
Ship Uncle Joe, Pinkham, sailed from Liverpool 9th inst. for Genea.
Ship Lincola, Mason, cleared at New York 24th inst. for Havre.
Ship James Brown, Crabtree, sailed from Swansea 6th inst. for Colombo. Ship James Brown, Crabtree, sailed from Swansea 6th inst. for Colombo.
Ship Sir John Franklin, Despeaux, for Rio de Janeiro, went to sea from Baltimore 23d inst.
Schr Sallie B, Bateman, cleared at Salem 23d inst. for Philadelphia. Philadelphia.

Schr S II W Godfrey, Weeks, and James Satterthwaite, Kelley, cleared at Boston 24th inst. for Philadelphia. Schr S B Bailey, Robinson, sailed from Newburyport 23d inst. for Philadelphia.

Schr Stranger, Gandy, at New Bedford 23d inst. from Dalaware Bay.

Schra Thomas Borden, Wrightington, and Minerva, Jefferson, hence, arrived at Fall River 22d inst. Schr S L Summons, Gandy, hence, arrived at Fall River 23d inst. Schr 52 inst.

River 23d inst.

Schr Maine Law, Amesbury, at Newport 23d instant, loading molasses for Philadelphia.

Schrs A Tirrell, Higgins, from Boston for Philadelphia, and Phina, Saunders, from do for do, sailed from Newport 22d inst.
Schr A Collins, Soper, cleared at New York 24th inst. Schr Sarah Eldridge, Conover, sailed from Providence 23d inst. for Orman's Creek, Del. Schr L S Levering, Corson, for Philadelphia, Sailed Schr L S L vering, Corson, for Phitadelphia, sailed from Salem 23d inst.

A fisherman, arrived at Provincetown 23d inst, reports that he was spaken 25 miles SE from Grand Menan by ship R B Summer, of New Orleans. She inquired what ports she could enter without being seized, and stated that she had been down the Southern coast, but was afraid to run in. The R B Summer, Dyer, sailed from Liverpool Aug 13 for St Stephens, NB.

A schooner, name unknown, hailing from New Jersey, and loaded with coal, went ashore on the south side of Block Island on Saturday evening. She bliged shortly after striking, and is full of water level with the rail.

Port William, Sept. 7. During the last forthight a nor-Port William, Sept 7. During the last fortnight a por-tion of the wreck of a ship, apparently North American build, of from 1600 to 2000 tons, has been washed ashore in this bay, and last night four bodies were east on the strand near this harbor, one of which had a knife markad **J. F.**

NOTICE TO MARINERS.

Letter to the Secretary of the Treasury, communicating the positions of several banks recently developed in the vicinity of the Nantucket Shoals.

Sign: Lieutenant Commanding TS Phelps, USN, Assistant Coast Survey, reports: "That in executing work in the vicinity of Nantucket Shoals, three small banks were found, with these positions and depths of water on them, as follows, viz:

"Lat 40 deg. 52 min. 15 sec. N., long. 69 deg. 28 min. 45 sec E—10 fathoms.

"Lat 40 deg. 45 min. 12 sec. N. tong 69 deg. 28 min. 45 sec E—10 fathoms.

"Lat 40 deg. 55 min. 12 sec. N. tong 69 deg. 28 min. 45 sec E—10 fathoms. sec E-10 fathoms. "Lat 40 deg. 55 min. 12 sec. N., long 69 deg. 19 min. 30

the

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

FI its carrielly put up ready for immediate use,
with full directions, and can be obtained from all the
druggists at 75 cents per bottle, and at wholesale of
BULLOCK & CRENSHAW,
Druggists and Manufacturing Chemists,
ma 24-1y "These banks were marked by rips.
"These banks were marked by rips.
"Phelps' Bank' appears to extend between three and four miles to the northward and eastward of the northern limits given in my work of last October, with lifteen and seventeen fathoms on it, and with much deeper water on either side. This northern extremity was not marked by a rip." MRS. JAMES BETTS' CELEBRAMRS. JAMES BETTS' CELEBRATED SUPPORTERS FOR LADIES, and the
only Supporters under endnent medical patronage. Ladies 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. oc16-tuthstf

a rip:

I would respectfully request authority to publish this letter for the benefit of mariners.

Respectfully yours,

A. D. Bache, Superintendent.

Hon. S. P. Chase, Secretary of the Treasury. OLIVE OIL.—Pure Olive Oil in white glass bottles, just received per bark Juliet. For JAURETCHE & CARSTAIRS, No. 208 South FRONT Street. HIDES AND GOAT SKINS.—A
lot received per schr Augusta, for sale by
JAURETCHE A CARSTAIRS.

PROPOSALS. **DROPOSALS for ARMY BAGGAGE** QUARTERMASTER GENERAL'S OFFICE.) WASHINGTON, June 21, 1861. sals are invited for the furnishing of Army Bag-

our half-inch bolts.

The tongue to be ten feet eight inches long, four inches

and middle pairs with open rings to attach them to the doubletree and lead bar The fifth chain to be ten feet long to the fork; the fork

staple in the lower rail, near the second stud from each end, to fasten the side cords. The outside of the body and feed trough to have two good coats of white lead, colored to a blue tint, the inside of them to have two coats of venetian red paint; the running gear and wheels to have two good coats of venetian red darkened of a chocolate color, the hub and fellies to be well pitched, instead of painted, if required.

A tar-pot, an extra king bolt, and two extra single-trees to be furnished with each wagon, the king bolt and singletrees similar in all respects to those belonging to it.

in a strong box, (coopered,) and the contents marked thereon.

It is to be distinctly understood that the wagons are to be so constructed that the several parts of any one wagon will agree and exactly fit those of any other, so as to require no numbering or arranging for putting together, and all the material used for their construction to be of the best quality; all the wood thoroughly seasoned, and the work in all its parts faithfully executed in the best workmanlike manner.

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

M. C. MEIGS, ie25-11

MEDICINAL.

RHEUMATISM.

During the past year we have introduced to the notice of the medical profession of this country the Pure Crystellies of the Missis of the New Year Western Charles of the State of the New Year Crystellies of the Ne

BEST QUALITY ROOFING SLATE

ELIXIR PROPYLAMINE,

of the medical profession of this counts, talized Chloride of Propylamine, as a REMEDY FOR RHEUMATISM;

Bureau of Yards and Docks, Sep. 4, 1861.

CLASED PROPOSALS FOR EACH
class separately, endorsed "Proposals for Class No
(name the class), for the navy yard at (name the yard),"
will be received at this office until moon on the 2d day of
October next, for furnishing and defivering at the several
navy yards named the materials and articles embraced
in printed schedules, which will be furnished on appli-Proposals are invited for the turnianing of Army Bag-gage Wagons.

Proposals should state the prices at which they can be furnished at the place of manufacture, or at New York, Philhdelphia, Baltimore, Washington, or Cincinnati, as preferred by the bidders. navy yards manned the materials and articles emontace in printed schedules, which will be furnished on application, and sent by mail, if so requested, to persons desiring to offer to contract for any or all of the classes named therein, by the commandants of the several navy yards, for the classes for the yards under their command, or by the navy agent nearest thereto, or by the bureau for any or all the yards.

To prevent confusion and mistakes in scaling the offers, no bid will be received which contains classes for more than one yard in one envelope; and each individual of a firm must sign the bid and contract.

Bidders are hereby cautioned and particularly notified that their offers must be in the form hereinsfter precribed, and be mailed in time to reach their destination before the time expires for receiving them; no bid will be considered which shall be received after the period stated, and no allowance will be made for failures of tated, and no allowance will be made for failures of the mail.

To guard against offers being opened before the time appointed, bidders are requested to endorse on the envelope above the address, and draw a line under the endorsement, thus:

"Proposals for Class No. (name the class) for the Navy Yard at (name the yard.)"

To the Chief of the Bureau of Yards and Docks, Washington, D. C.

Form of Offer.

I, (here insert the name or names composing the firm,) of (name the town.) in the State of, (name the State.) hereby offer to furnish, under your advertisement dated (date of advertisement,) and subject to all the requirements of the sume, and of the printed schedule to which it referes, all the articles embraced in Class No. (name the class) for the many yard at (name the yard.) according to said schedule, viz: (here paste on the printed class from the schedule, and opposite each article set the price and carry out the amount in the columns for dollars and cents, and foot up the aggregate amount of the bid for the class.) amounting to (here write the amount in words.)

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

(Here the bidder and each member of the firm to sign.)

PROPOSALS.

NAVY DEPARTMENT,

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

Witness:

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

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

reau to be responsible.

PORTSMOUTH, N. H.

Class No. 6. White pine, spruce, juniper, and cypress; class No. 9. Gravel and sand; class No. 11, Iron, iron nails, and spikes; class No. 12. Steel; class No. 14. Files; class No. 16. Slip chandler; class No. 17. Hardware; class No. 18. Stationery; class No. 23. Belting, packing, and hose; class No. 26. Augers.

ROSTON and hose; class No. 26. Augers.

BOSTON.

Class No. 1. Bricks; class No. 2. Stone; class No. 3.

Yellow pine timber; class No. 5. Oak and hard wood timber and lumber; class No. 6. White pine, spruce, juniper, and cypross; class No. 7. Lime, hair, and plaster; class No. 8. Cement; class No. 9. Gravel and sand; class No. 11. Iron, iron spiles, and nails; class No. 12.

Steel; class No. 13. Pig-iron; class No. 15. Paints, oils, and glass; class No. 17. Hardware.

NEW YOUR

NEW YORK NEW YORK.

Class No. 1. Bricks; class No. 3. Yellow pine timber; class No. 4. Yellow pine lumber; class No. 5. Oak and hard wood; class No. 6. White pine, spruce, cypress, and juniper; class No. 7. Lime, hair, and plaster; class No. 10. State; class No. 11. Iron, iron spikes, and nails; class No. 10. State; class No. 11. Iron, iron spikes, and nails; class No. 13. Pig-iron; class No. 15. Pinits, oils, and glass; class No. 16. Ship chandlery; class No. 17. Weaklyway, class No. 23. Retting working and hear glass; class No. 16. Ship chandlery; class No. 17. Hardware; class No. 23. Belting, packing, and hose; class No. 25. Iron work, &c. PHILADELPHIA.

Class No. 3. Tellow pine timiner; class No. 5. Oak and hard wood; class No. 6. White pine, spruce, juniper, and cypres; class No. 11. Iron, iron spikes, and nails; class No. 14. Files; class No. 17. Hardware; class No. 23. Belting, packing, and hose; class No. 26. WASHINGTON. Class No. 1. Bricks; class No. 5. Oak and hard wood;

Class No. 1. Bricks; class No. 5. Oak and hard wood; class No. 6. White pine, spruce, juniper, and cypress; class No. 11. Iron, iron spikes, at d nails; class No. 12. Steel; class No. 14. Files; class No. 15. Paints, oils, and glass; class No. 16. Ship chandlery; class No. 17. Hardware; class No. 24. Sperm and lubricating oils; class No. 27. Anthractic coal; class No. 29. Bituminous Cumberland coal.

The schedule will state the times within which articles will be required to be delivered; and where the printed schedule is not used, the periods stated in it for deliveries must be copied in the bids. All the articles which may be contracted for must be delivered at such place or places, including drayage and cartage to the place where used within the navy yards, respectively, for which the offer is made, as may be directed by the commanding officer thereof; and, all other things being equal, preference will be given to American manufacture. No article will be received after the expiration of the period specified in the schedules for the completion of deliveries, unless specially authorized by the Department. In computing the classes, the price stated in the column of prices will be the standard, and the aggregate of the class will be carried out according to the prices stated.

It is to be provided in the contract, and to be distinctly understood by the bilders, that the amount and number of articles enumerated in classes headed "Miscellaneous" are specified as the probable quantity which may be required, as well as to fix data for determining the lowest bid; but the contractor is to furnish more or less of the said enumerated articles, and in such quantities, and at such times, as the bureau or commandant may require; such increase, however, not to exceed one half of the quantities stated (and requisitions sent through the post office shall be decuned sufficient notice) during the fiscal year ending 30th June, 1862; and whether the quantities shall be deven of less than those specified, the prices shall remain t one foot ten inches long, with the stretcher attached to spread the forks apart; the links of the doubletree, stay, and tongue chains, three-eighths of an inch in diameter; the fifth chain to be seven-sixteenth inch diameter; the fifth chain to be seven-sixteenth inch diameter; the fork to be five-sixteenth inch diameter; the tinks of these and of the lock chains to be not more than two and a ountre inhes long. year ending 30th June, 1862; and whether the quantities required be more or less than those specified, the prices shall remain the same.

All the articles under the contract must be of the best quality, delivered in good order, free of all and every charge or expense to the Government, and subject to the inspection, count, weight, or measurement of the said navy yard, and be in all respects satisfactory to the commandant thereof. Bidders are referred to the yard for plans, specifications, or samples, and any further description of the articles. When bidders shall be in doubt as

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

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

It will be stipulated in the contract that if default therized by the Department.

It will be stipulated in the contract that if default shall be made by the parties of the first part in delivering all or any of the articles mentioned in any class bid for, of the quality and at the times and places above profor, of the quality and at the times and places above provided, then, and in that case, the said parties will forfeit and pay to the United States a sum of money not to exceed twice the amount of such class; which may be recovered, from time to time, according to the act of Congress in that case provided, approved March 3, 1843.

The survices must sign the contract, and their responsibility be certified to by a navy agent, collector, district attorney, or some other person satisfactorily known to the bureau.

the bureau.

It is to be provided in the contract that the bureau shall have the power of annulling the contract, without loss or damage to the Government, in case Congress shall not have made sufficient appropriations for the articles named, or for the completion of works estimated for, and on which this advertisement is based, and shall also have the power to increase or diminish the quantities named in the classes not headed "Miscellaneous" in the schedule, the classes not headed "Miscellaneous" in the schedule, twenty-five per centum.

Persons whose offers shall be accepted will be notified by letter through the post office, which notice shall be considered sufficient; and if they do not enter into contract for the supplies specified within fifteen days from the date of notice from the bureau of the acceptance of their bid, a contract will be made with some other person or persons, and the guarantors of such defaulting bidders will be held responsible for all delinquencies.

All offers not made in strict conformity with this advertisement will, at the option of the bureau, be rejected. Those only whose offers may be accepted will be notified, and contracts will be ready for execution as soon thereafter as may be practicable.

DROPOSALS FOR REVENUE PROPOSALS FOR REVENUE

TREASURY DEPARTMENT,
Washington, September 3, 1861.

The Department will receive proposals, accompanied
by models, plans, and specifications, until 12 o'clock
MONDAY, 30th September, 1861, for the complete construction and equipment of TWO STEAM SCREW
REVENUE VESSELS, of 750 tons each, and of THREE
STEAM SCREW REVENUE 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
started 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 rifted pivot gun of 8,000 fbs. weight, two 32-pounder
guns of 42 cvt., and one heavy mavy 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.

The vessels to be schooner rigged, with flying gaft 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 \$\frac{3} \text{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 gallant 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 hull, spars, rigging, sails, and canvas work, mast coats, awaings, hanmocks, and bags, boats, anabors, and cables, tanks, casks, binnacles, 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 outflis of every kind, and in all respects ready to receive her officers, mon, provisions, and armament, and at once proceed to sea

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

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

The specifications must describe fully the material to 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 outflits included in the proposal. rater. The ressels to be schooner rigged, with flying gast top-

nosal.

The plans must be working drawings from which the versel and machinery can be built, showing the allottened of space for accommodations, steam voines, magnifications, 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 be working drawings from which the contract of the proposal within which the proposal water than the proposal within the proposal water than the proposal water than the proposal water than the contract of the proposal water than the proposal water than the contract of the proposal water than the contract of the proposal water than the contract of the proposal water than the proposal water than the proposal water than the proposal water than the The bidders must start the least time from the signing the contract or acceptance of the proposal within which they will agree to complete the vessels ready for sea, and deliver them at any ports they may name. The total amount for which they will engage to do all that is required in the foregoing advertisement, and to be embraced in their specifications and plans, must be stated, and the bids must be accompanied by the guarantee required by law that, if awarded, they will execute the contract.

Beyongst will be made at four different intervals as

onitred by as that, it assected the contract.

Payments will be made at four different intervals as the work progresses, retaining one-fifth (1-5) of the whole amount for ninety (90) days after the delivery of 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 prescribed which it may consider most to the interests of the Government, and to coice any or all of them at its option.

A competent person will be appointed by the Department to superintend the construction and equipment of geach of the vessels. The specifications, plans, and models of parties not obalways on hand and for sale at Union Wharf, 1451
BEACH Street, Kensington.
T. THOMAS,

my?-1;
TWALNUT Street, Philadelphia

INSURANCE COMPANIES STATE OF PENNSYLVANIA—OFFICE Nos. 4 and 5 EXCHANGE BUILDINGS, North side of WAL-NUT Street, between DOGK and THIRD Streets, Phila-INCORPORATED in 1794—CHARTER PERPETUAL. CAPITAL, \$200,000. PROPERTIES OF THE COMPANY, FEBRUARY

1, 1861, \$507,094.61.
MARINE, FIRE, AND INLAND TRANSPORTA. TION INSURANCE. DIRECTORS. Samuel Grant, Jr.,
Tobias Wagner,
Thomas B. Wattson,
Henry G. Freeman,
Charles S. Lewis,
George C. Carson, Charles Macalester, William S. Smith, John B. Budd, William R. White, George H. Stuart,
Edward C. Knight HENRY D. SHERRERD, President WILLIAM HARPER, Secretary. jy29-ti

A NTHRACITE INSURANCE CHARTER PERPETUAL.
Office No. 311 WALNUT Street, between Third and Fourth Streets, Philadelphia.

This Company will insure against loss or damage by
Fire, on Buildings, Furniture, and Merchandise generally.

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

DIRECTORS.

Locark Marfield. Jacob Esher,

Joseph Maxfield, John Ketcham, John R. Blakiston, Davis Pearson, Wm. F. Dean,
J. E. Baum.

JACOB ESHER, President.

WM. F. DEAN, Vice President W. M. SMITH, Secretary. THE RELIANCE

TUAL INSURANCE COMPANY

TUAL INSUBANOE COMPANY,
OFFICE No. 305 WALNUT STREET,
Insures against LOSS OR DAMAGE BY FIRE, on
Houses, Stores, and other buildings, limited
or perpetual, and on Furniture,
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 amount. \$162,900 00
Pennsylvania Railroad Co.'s 6 per cent. first
mortgage loan, at par . \$5,000 00 mortgage toan, at par.
Pennsylvania Railroad Co.'s 6 per cent, second mortgage loan, (\$30,000).

Huntingdon and Broad Top Bailroad and Canal Co.'s mortgage loan.
Ground rent, first-class.
Collateral loans, well secured.
Collateral loans, well secured.
Collateral loans, well secured.
Commercial Bank stock.
Solution of Philadelphia 6 per cent loan.
Commercial Bank stock.
Solution of Philadelphia 6 per cent loan.
Commercial Bank stock.
Solution of Philadelphia 6 per cent loan.
Commercial Bank stock.
Solution of Philadelphia 6 per cent loan.
Commercial Bank stock.
Solution of Philadelphia 6 per cent loan.
Commercial Bank stock.
Solution of Philadelphia 6 per cent loan.
Solution of Philadelphia 6 p Book accounts, accrued interest, &c.......

11,544 64 #317.142 04 The Mutual principle, combined with the security of a Stock Capital, entitles the insured to participate in the property of the Company, without liability for LOSSES.

Leases promptly adjusted and paid.

DIRECTORS. Olem Tingley,
William R. Thompson,
Frederick Brown,
William Stevenson,
John R. Worrell,
E. L. Carson,
Robert Toland,
G. D. Rosengarten,
Charles S. Wood,
James S. Woodward,
James S. Woodward,
B. M. HINGHMAN, Secretary. B. M. HINCHMAN, Secretary, February 16, 1861.

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

DIRECTORS.
tarr. Mordecal L. Dawson, F. Ratchford Starr, William McKee, Halbro Frazier, John M. Atwood, Geo. H. Stuart,
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Andrew D. Cash,
J. L. Erringer. Henry Wharton,

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OHARLES W. COXE, Secretary.

Gli

DENN MUTUAL LIFE INSU-RANCE COMPANY,
No. 921 CHESTNUT Street, Philadelphia.
CHARTER PERPETUAL.
ALL THE PROFITS DIVIDED AMONG THE IN-Insure Lives for short terms or for the whole term of life;

grant Annuties and Endowments; purchase Life Inte-rests in Real Estate, and make all contracts depending on the contingencies of life.

They act as Executors, Administrators, Assignees,

DANIEL L. MILLER, President.
SAMUEL E. STOKES, Vice President.
JOHN W. HORNOR, Secretary. DELAWARE MUTUAL SAFETY INSURANCE COMPANY, PHILADELPHIA. Incorporated by the Legislature of Pennsylvania, 1835.

Office, B. E. corner of THIRD and WALNUT Streets, PHILADELPHIA. MABINE INSURANCE. On Vessels, Cargo. To all Parts of the World. INLAND INSURANCES On Goods by Bivers, Canals, Lakes, and Land Carriages, to all parts of the Union. FIRE INSURANCES

ASSETS OF THE COMPANY, November 1, 1860. \$100,000 United States five per cent. Lean.....\$100,000 00 117,000 United States six per cent. Treasury Notes, (with accrued interest,).... 110,463 84 100,000 Pennsylvania State five per cent.

1,000 2 shares Continental Hotel Co.... 500 00

Milliam Martin,
Rdmund A. Souder,
Theophilms Paulding,
John R. Penrose,
John C. Davis,
James Traquair,
William Eyre, Jr.,
James C. Hand,
William C. Ludwig,
Joseph H. Seal,
Dr. R. M. Huston,
George C. Lieper,
Hugh Craig,
Charles Kellly, DIRECTORS. Samuel E. Stokes, J. F. Peniston, Henry Sloan, Edward Darlington, H. Jones Brooke, Spencer McIlvaine, Thomas C. Hand, ig, Bobert Burton,
ig, Jaceb P. Jones,
James B. McFarland,
I. Joshua P. Eyre,
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A. B. Berger,
WILLIAM MARTIN, President,
MINOS CHAND Vice President

THOS. C. HAND, Vice President THE INSURANCE EXCLUSIVE LY.—The PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825. CHARTER PER-PETUAL. No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for thirty-six years, continues to insure against Loss or Damage by Fire, on public or private Bulldings, either permanently or for a limited time. Also, on Furniture, stocks of Goods, or Merchandise generally, on liberal serms. Their Capital, together with a large Surplus Fund, is invested in the most careful monner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.
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lon, John Devereux,
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JONATHAN PATTERSON, Presider WILLIAM G. CROWELL, Secretary. TIRE INSURANCE. MRCHANICS INSURANCE COMPANY OF PHILADELPHIA, No. 138 North SIXTH Street, below Bace, Insure Buildings, Goods, and Merchandise generally, from Loss or Damage by Fire. The Company guaranty to adjust all Losses promptly, and thereby hope to merit the patronage of the public.

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Francis Falls,
John Cassady,
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COMPANY. Incorporated 1810. CHARTER PERPETUAL. No. 810 WALNUT Street, above Third, Philadelphia.

Having a large paid-up Capital Stock and Surplus, invested in sound and available Securities, continues to insure on Dwellings, Stores, Furniture, Merchandise, Vessels in port and their Cargoes, and other Personal Pro-Charles W. Poultney, Israel Morris. Patrick Brady,
John T. Lewis,
THOMAS R. MARIS, President.
1822-1

D'XCHANGE INSURANCE COM PANY-Office, No. 409 WALNUT Street.
Fire Insurance on Houses, and Merchandise gen
on favorable terms, either Limited or Porpetual.
DIRECTORS. Jeremiah Bonsail, John Q. Ginnodo, Edward D. Roberts, Samuel D. Smedley, Beuben C. Hale, DIRECTORS.

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dley,
John J. Griffiths.
JEREMIAH BONSALL, President. JOHN Q. GINNODO, Vice President RICHARD COR, Secretary.

CLARET WINE—In casks and cases, of the brands of St. Julien, Margaux, Hout-Brien
Paxilise. For sale by
JAUBETCHE & CABSTAIRS
No. 208 South FEONT Street TINE SHIRT MANUFACTORY.— J. W. SCOTT, 814 CHESTNUT Street, a few doors below the "Continental." The attention of the Wholesale Dealers is invited to his IMPROVED CUT OF SHIRTS, of superior fit, make, and material, on band and made to order at shortestnatic

MEDICINAL. TNSURANCE COMPANY OF THE "THEY GO RIGHT TO THE SPOT."

RAILROAD LINES.

ON SUNDAYS.

6 K. P. M.

ON SUNDAYS.

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

Leave Manayunk, 7 K. A. M., 5 K. and 8 P. M.

H. K. SMITH, General Superintendent, seco-tf

Depot NINTH and GREEN Streets.

AFTERNOON LINES.

AFTERNOON LINES.

Leave New Depot, corner of BROAD and CALLOW-HILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill sta.,) for POTTSVILLE and HARRISBURG, at 3.16 P. M., DAILY, connecting at Harrisburg with the Northern Central Railroad, for Sunbury, Williamsport, Elmira, &c.; for BEAD-ING only, at 5 P. M., DAILY, (Sundays excepted.)

DISTANCES VIA PHILADELPHIA AND BEADING RAILROAD.

FROM PHILADELPHIA MIDS.

THE PENNSYLVANIA CENTRAL

RAILROAD, 250 MILES DOUBLE TRACK.

days excepted.

Mail Train leaves Philadelphia at 7.30 A. M. Express train leaves " 10.15 P. M
WAY TRAINS LEAVE AS FOLLOWS

Harrisburg Accommodation, via Columbia, 2.30 P. M.

through.

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

1861.

ARRANGEMENT OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON BAILROAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES.

At 6 A. M., via Camden and Amboy, C. and A. Ac-

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

Walnut-street whari.

For Palmyra, Riverton, Delanco, Beverly, Burling-on, Florence, Bordentown, &c., at 12%, 1, 2%, 4%, and

PARE.

Philadelphia and Reading

FROM PHILADELPHIA, Miles

Lewisburg.....

INSTANT RELIEF! STOP YOUR COUGH! PURIFY YOUR BREATH! STRENGTHEN YOUR VOICE

THROAT CONFECTIONS ARE GOOD FOR CLERGYMEN, GOOD FOR LECTURERS.

SPALDING'S

GOOD FOR PUBLIC SPEAKERS. GOOD FOR SINGERS. GOOD FOR CONSUMPTIVES. GENTLEMEN CARRY SPALDING'S THROAT CONFECTIONS. LADIES ARE DELIGHTED WITH

SPALDING'S THROAT CONFECTIONS. CHILDREN CRY FOR SPALDING'S THROAT CONFECTIONS.

They relieve a Cough instantly.

They clear the Throat.

They give strength and volume to the Voice. They impart a delicious aroma to the Breath. They are delightful to the Taste. They are made of simple herbs, and cannot harm any one. I advise every one who has a Cough, or a Husky

Voice, or Bad Breath, or any difficulty of the Throat, to get a package of my Throat Confections. They will relieve you instantly, and you will agree with me that "they go right to the spot." You will find them very useful and pleasant while travelling or attending public neetings, 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.

HENRY C. SPALDING, No. 48 CEDAR STREET, NEW YORK.

CEPHALIC PILLS

CURE SICK HEADACHE.

NERVOUS HEADACHE. **CURES ALL KINDS OF**

HEADACHE

other route.

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

The completion of the Western connections of the Pennsylvania Railroad to Chicago, make this the DIBECT LINE BETWEEN THE EAST AND THE GREAT WEST.

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 Travelling Public. By the use of these Pills the Poriodical attacks of Nervous or Seck Headache may be prevented; and if take at the commencement of an attack immediate relief from They seldom fail in removing the Nausea and Head

They act gently on the bowels, removeing Costinenes. For Literary Men, Students, Delicate Females, and all persons of sedentary habits, they are valuable as a Laxitive, improving the appetite, giving tone and viger dence 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 city and strength of the whole system. The CEPHALE PILLS are the result of long investi-Companies.

**E Be particular to mark packages "via Pennsylvania Railroad."

For Freight Contracts or Shipping Directions, apply to, or address either of the following Agents of the Comgation 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

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

B. A. Stewart, Pittaburg.:

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

B. B. KINGSTON, Jr., Philadelphia.

MAGRAW & KOONS, 80 North street, Baltimore.

LEECH & CO., 1 Astor House, or 1 S. William st., N. Y. nay be taken at all times with perfect safety without making any change of diet, and the absence of any disagreeable starte renders it easy to administer them to BEWARE OF COUNTERFEITS! The genuine have five signatures of Henry C. Spalding

on each Box. Sold by Druggists and all other Dealers in Medicines LÉECH & CO., 1 Astor House, or 1 S. William st., N. Y.
LEECH & CO., 1 Astor House, or 1 S. William st., N. Y.
LEECH & CO., No. 77 State street, Boston.
H. H. HOUSTON, Gen'l Freight Agent, Phila.
L. L. HOUPT, Gen'l Ticket Agent, Phila.
E. LEWIS, Gen'l Sup't, Altoons, Pa. ja3-1y 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 WALNUT-STREET WHARF AND KENSINGTON DEPOT.
WILL LEAVE AS FOLLOWS—VIZ; From the Examiner, Worfolk, Va.

Cephalic Pills accomplish the object for which they
were made, viz: Cure of headache in all its forms. Accommodation). 2 26
At 9% A. M., via Kensington and Jersey City, Morning Mail. 3 00
At 12% P. M., via Camden and Amboy, Accommodation. 2 25
At 2 P. M., via Camden and Amboy, C. and A. Ex-From the Examiner, Norfolk, Va. They have been tested in more than a thousand cases

From the Democrat, St. Cloud, Minn.
If you are, or have been troubled with the headache send for a box, [Cephalic Pills,] so that you may have them in case of an attack.

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

3 00
At 4½ P. M., via Kensington and Jersey City, 2d
Class Ticket.

2 25
At 6 P. M., via Camden and Jersey City, Evening
Mail.

3 00
At 10½ P. M., via Camden and Jersey City, Southern Mail.

3 00
At 5 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger)—1st Class Ticket.

1 00.

2 2 Class Ticket.

1 50
The 6 P. M. Mail Line runs daily. The 10½ P. M.

Southern Mail, Saturdays excepted. From the Advertiser, Providence, R. 1.

The Cephalic Pills are said to be a remarkably effective remedy for the headache, and one of the very best for that very frequent complaint which has ever been dis-From the Western R. R. Gazette, Chicago, Ill. We heartily endorse Mr. Spalding, and his unrival Cephalic Pills.

The 6 P. M. Mail Line runs daily. The 10½ P. M. Southern Mail, Saturdays excepted.

For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, &c., 7.10 A. M. from Kensington, via Delaware, Lackawanna, and Western R. B.

For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7.10 A. M. and 4½ P. M., from Kensington Depot; (the 7.10 A. M. line connects with train leaving Easton for Mauch Chunk at 3.55 P. M.)

For Mount Holly at 6 A. M., 2 and 4½ P. M.

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

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

WAY LINES.

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

For Palmyra, Riverton, Delanco, Beverly, Burling-From the Kanawka Valley Star, Kanawka, Va. We are sure that persons suffering with the headsc who try them, will stick to them. From the Southern Path Finder, New Orleans, La.
Try them! you that are afflicted, and we are sure that
your testimony can be added to the already numerous
list that has received benefits that no other medicine can

From the St. Louis Democrat. tense demand for the article (Cephalic Pills) From the Gazette, Davenport, Iowa.

Spalding would not connect his name with an ared did not know to possess real merit.

For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12%, 1, 2%, 4%, and 5 P. M.
Steamboat Trenton, for Bordentown and intermediate places, at 2½ P. M., from Walnut-street wharf.
For New York and Way Lines leaving Kensington Depot, take the cars, on Fifth street, above Walnut, half an hour before departure. The cars run into the depot, and on arrival of each train run from the depot. Fifty Pounds of Baggage, only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

WM. H. GATZMER, Agent. From the Advertiser, Providence, R. I. The testimony in their favor is strong, from the mo 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. Buffering humanity can now be relieved.

MO " A STITCH IN TIME SAYES NINE." THE

As accidents will happen, even in well-regulated fami lies, it is very desirable to have some cheap and conveni ent way for repairing Furniture, Toys, Crockery, &c.

SPALDING'S PREPARED GLUE

off on the unsuspecting public, imitations of my PRE-PARED GLUE, I would caution all persons to exam

SPALDING'S PREPARED GLUE TO

on the ontside Wrapper; all others are swindling

before purchasing, and see that the full nan

ECONOMY!

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

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

Leave Fort Washington at 6.30 A. M. and 2.30 P. M. ON SUNDAYS — Philadelphia for Bethlehem at 8 meets all suchemergencies, and no household can afford to do without it. It is always ready, and up to the sticking point.

WOAD-500 lbs. for sale by

WETHERILL & BROTHER, 47 and 49 North SECOND Street.

"USEFUL IN EVERY HOUSE." N. B.—A Brush accompanies each bottle. Price, 25 ants. Address, PHILADELPHIA
AND READING BAILBOAD
CO., (Office 227 South Fourth street.)
PHILADELPHIA, April 27, 1861.
SEASON TICKETS. HENRY C. SPALDING No. 48 CEDAR STREET, NEW YORK. On and after May 1, 1861, season tickets will be issued by this company for the periods of three, six, nine, and twelve months, not transferable. Season school-tickets may also be had at 33 per cent. CAUTION. As certain unprincipled persons are attempting to palm discount.
These tickets will be sold by the Treasurer at No. 227
South FOURTH Street, where any further information
can be obtained.
sp20-tf
Treasurer.

fell miss

SALES BY AUCTION. FALL AND WINPHILADELPHIA, GERMANTOWN, and NORRIS.

SALV OF SECTIONS FRENCH GOODS ON No. 429 MARKET STREET. PHILADELPHIA, GERMANTOWN, and TOWN BAH ROAD.

On and after Monersy, September 23, 1861.

FOR GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11, P. M.

Leave Germantown, 6, 7, 74, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 103, P. M.

Leave Philadelphia, 9, 10, 5 A. M., 2, 7, and 10 % P. M.

Leave Germantown, 8.10 A. M., 1, 6, and 9% P. M.

CHESTNUT HILL BAILROAD.

CHESTNUT HILL BAILROAD.

CHESTNUT HILL RAILROAD.

NOTICE TO Bealtre in Blunnet Ribbons, of the South of the Importation of Messra, Bornard of Tree-ent sales.

NOTICE TO Bealtre in Bounet Ribbons, of the

P. Di. Leave Chestnut Hill, 7.10, 7.40, 9.40, 11.40 A. M., 1.40, 3.40, 5.40, and 7.40 P. M. ON SUNDAYS. Leave Philadelphia, 9.05 A. M., 2 and 7 P. M. Leave Chestnut Hill, 7.60 A. M., 12.40, 5.40, and 9.10 P. M. LARGE SPECIAL SALE OF FRENCH DRY GOODS, Of the innertation of P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia, 6%, 9, 11 A. M., 1%, 8.05, 4%,
6.05, and 8.05 P. M.
Leave Norristown, 7, 8, 9, 11 A. M., 1%, 4%, and 6
P. M.
ON SUNDAYS

Of the importation of MESSRS, BENKARD & HUTTON, On Friday Morning, September 27, at 10 o'clock, for cash, by catalogue, 700 LOTS OF THE MOST DESIRABLE GOODS. Consisting, in part, of—
500 pieces Lupin Merino Cloths, assorted colors, Maria
Louise, black, and white. 100 pieces Bombazines, fine to superfine. 350 pieces plain Mouslin de Laines, modes, dark, high

ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3 P. M.
Leave Norristown, 7 & A. M., 5 P. M.
FOR MANAYUNK.
Leave Philadelphia, 6 %, 9, 11 A. M., 1 %, 3.05, 4 %, 6.06, and 8.05 P. M.
Leave Manayunk, 7 %, 8 %, 9 %, 11 & A. M., 2, 5, and colors, and blacks. 100 pieces Velour Ottoman Reps. 250 pieces rich fancy Dress Silks, broche figured and plain. 750 plain Thibet Shawls, heavy silk fringes and superfine PHILADELPHA
AND READING RAILROAD.

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 GALLOWHILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill streets, Jat 8 A. M., connecting at Harrisburg with the PENNSYLVANIA
BAILROAD 1 P. M. train, running to Pittaburg; the
CUMBERLAND VALLEY 1.65 P. M. train running to
Chambersburg, Carlisle, &c.; and the NORTHERN
CENTRAL BAILROAD 1 P. M. train running to Sunbury, &c.

SALE OF FRENCH GOODS. 600 lots of fancy and staple French dry goods, com prising a very large assortment for present sales.

SALE OF IMPORTED AND DOMESTIC DRY
GOODS.
On Tuesday Morning,
October 1, at 10 o'clock, by catalogue, for cash—
400 packages and lets of fancy and staple dry goods.
Somples and catalogues early on morning of sale. PHILIP FORD & CO., AUCTION-EERS, Nos. 525 MARKET and 522 COMMERCE

SPECIAL SALE OF BOOTS. SHOES, BROGANS,
AND GUM SHOES,
On Monday Moraine,
September 30, at 10 o'clock precisely, we will hold a
special sale of boots, shoes, brogans, and gum shoes, in
part to close the stock of a wholesale jobbing house, consisting of men's, boys, and youths' calf, kip, and grain
boots, brogans, gaiters, and Oxford ties; women's,
misses', and children's calf, kip, goat, and moroccoboots, lasting gaiters, and gum overshoes; embracing,
also, invoices of fresh first-class goods, direct from city
and Eastern manufacturers. and Eastern manufacturers.

The early attention of buyers is invited.

N. F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 CHESTNUT SA LABGE SALE OF RICHLY-FRAMED OIL PAINT-INGS, MIRRORS, &c. On Monday Morning, September 30, at 10 o'clock, consisting of marine and const views, landscapes, fancy sketches, figure-pieces, interiors, exteriors, &c., all richly framed, in carryed and gilt frames. Also, French-plate mantel, pier, and ova-

BY DUTILH, COOK, & CO., Importer's Sale.

PORTO RICO MOLASSES.
On Friday Morning,
At 13 o'clock, on Almond-street wharf, will be sold, by order of the importers,
152 hids,
12 fletces. Serime 1.

1861. 1861.
THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.
THREE THROUGH PASSENGER TRAINS
BETWEEN PHILADELPHIA AND PITTSBURG.
Connecting direct at Philadelphia with Through Teature 12 theres, rrime to choice Porto Rico Molassses, 16 bbls,
Per ketch Commerce, from Mayaguez.

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

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

Smoking Cars are attached to each Train; Woodsmit Cars are attached to each Train; The ruff's Sleeping Cars to Express and Fast Trains. The EXPRESS RUNS DAILY: Mail and Fast Lines Sun-

Passengers forwarded to Havre, Paris, Hamburg, Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7.30 A. M. and 2.30 P. M., go disectly Bremen, and Antwerp at through rates. Certificates of passage issued from Liverpool to New York York....

These steamers have superior accommodations for passengers, are constructed with watertight compartments, and carry experienced Surgeons.

For freight, or passage, apply at the office of the Compuny,

JOHN G. DALE, Agent,

111 Walnut street, Philadelphia.

In Liverpool, to WM. INMAN,

Tower Buildings.

In Glasgow, to WM. INMAN, THE BRITISH AND NORTH AMERICAN BOYAL MAIL STEAM-

SHIPS. FROM NEW YORK TO LIVERPOOL.

The ships from Boston call at Halifax and Cork Harbor.

PERSIA, Capt. Judkins.
ARABIA, Capt. J. Stone.
ASIA, Capt. Stone.
CANADA, Capt. J. Leitch.
ASIA, Capt. E. G. Lott.
AUSTRALASIAN,
Capt. Cook. EUROPA, Capt. Mockley.
NIAGARA, Capt. Mockley.
These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.
CANADA, Meodie, leaves Boston, Wednesday, Sept. 4.
ASIA, Lott,
M. York, Wednesday, Sept. 11.
ARABIA, Stone,
EUROPA, Anderson,
Boston, Wednesday, Sept. 11.
ARABIA, Stone,
EUROPA, Anderson,
N. York, Wednesday, Sept. 12.
AFRICA, Shannon,
N. York, Wednesday, Oct. 2.
PERSIA, Judkins,
N. York, Wednesday, Oct. 2.
PERSIA, Judkins,
N. York, Wednesday, Oct. 2.
Berths not secured until paid for.
An experienced Surgeon on board.
The owners of these ships will not be accountable for Gold, Silver, Buillon, Specie, Jewelry, Precious Stones, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed. For freight or passenge, apply to

sage, apply to
mh4-tf
4 BOWLING GREEN, New York.

RAILROAD LINES.

SPRING AR-RANGEMENT. PWILADEL-PHIA, WILMINGTON, AND BALTIMORE BAIL-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 For Wilmington at 8.15 A. M., 11.35 A. M., 4.15 and

10.50 P. M.

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

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

For Milford at 8.15 A. M.

For Salisbury at 8.15 A. M.

TRAINS FOR PHILADELPHIA:

Leave Baltimore at 8.30 A. M. (Express), 10.15 A. M.,

and 4.45 P. M. Leave Wilmington at 6.50 and 11.33 A. M., 1.50 and 8 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 Dover at 9.05 A. M. and 7.20 P. M.
Leave New Castle at 11 A. M. and 7.20 P. M.
Leave Chester at 7.40 A. M., 12.15, 2.25, and 8.40 P. M.
Leave Baltimore for Dover and intermediate stations at
10.15 A. M.
Beave Baltimore for Salisbury and intermediate stations
at 4.45 A. M.

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., 12.85 P. M., and 12 A. M.
FREIGHT TRAIN, with Passenger Car attached,
will run as follows:
Leave Philadelphia for Perryville and intermediate
places at 5.30 P. M.
Leave Wilmington for Perryville and intermediate
places at 7.15 P. M.
Leave Wilmington for Philadelphia and intermediate Leave Wilmington for Philadelphia and intermediate places at 5 P. M.

Leave Havre-da-Grace s at 6.15 A. M. ore for Havre-de-Grace and intermediate stations at 5 P. M.
ON SUNDAYS ONLY: At 10.50 from Philadelphia to Balt

S. M. FELTON, President. ELMIRA ROUTE.—

ton Depot, take the cars, on Fifth street, above Walnuthalf an hour before departure. The cars run into the depot, and on arrival of each train run from the depot. Fifty Pounds of Bagznge, only, allowed each Passenger. Passengers are promibited from taking anything as bagzage but their wearing apparel. All bagzage over fifty pounds to be paid for extra. The Company limit their responsibility for bagzage to One Bollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

NORTH PENNSYLVANIA RAILROAD.

NORTH EXPRESS.

A 6.40 A. M. (S. Express, lofe Bethielbems, Allentown, Mauch Chunk, Hazleton, Wilkesbarre, Karadon Allentown, Mauch Chunk, May 1860, Passenger Trains will leave Fron all points North and New York Central Railroad, from

Northwest corner SIXTH and CHESTNUT Streets, ap19-tf. Philadelphis WEST CHESTER VIA MEDIA.

FALL ARRANGEMENT.
On and after MONDAY, Sept. 24, 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 Eighteenth and Market streets.

ON SUNDAYS. ON SUNDAYS.

Trains leaving Philadelphia at 8 A. M. and 2 P. M.

Trains leaving Philadelphia at 8 A. M. and 4.30 P. M.

connect at Pennelton with Trains on the Philadelphia
and Baltimore Central Bailroad for Concord, Kennett,
Oxford, &c.

HENRY WOOD,
se2-tf
General Superintendent.

EXPRESS COMPANIES.

THE ADAMS EXPRESS
COMPANY, Office 320 CHESTNUT
Street, forwards Parcels, Packages, Merchandles, Bank
Notes, and Specie, either by its own lines or in connection ies, to all the principal Town E. S. SANDFORD,

SALES BY AUCTION. THOMAS & SONS, M. THOMAS & SONS,
Nos. 139 and 141 South FOURTH Stree
(Formerly Nos. 67 and 69.)
PUBLIC SALES REAL ESTATE AND STOORS.

AT THE EXCHANGE, EVERY TUESDAY, at 12 o'clock noon, during the business season. REAL ESTATE AT PRIVATE SALE.

We have a large amount of real estate at private sale, including every description of city and country property. Printed lists may be had at the Auction Store. NOTICE—SALE No. 1841 CHESTNUT STREET—FRIDAY.
Catalogues of the superior furniture, Nankin and Canton China, &c., to be sold at No. 1841 Chestnut street, are now ready. The articles may be examined two hours previous to sale.

Sale No. 1841 Chestnut Street.
SUPERIOR FURNITURE, PIANO, MIRRORS,
VELVET CARPETS, &c.
On Friday Morning,
September 27, at 10 o'clock, at No. 1841 Chestnut street, by catalogue, the entire parlor, dining room, and chamber fundance of a gentleman declining housekeeping Also, the kitchen furniture.

May be examined at 8 o'clock on the morning of SALE OF VALUABLE MISCELLANEOUS BOOKS, FROM A PRIVATE LIBRARY.

On Friday Evening,
Sept. 27, at the Auction Store, a collection of valuable miscellaneous books, from a private library.

For particulars see catalogues.

Sale No. 1103 Girará Street.

SUPERIOR FURNITURE, ROSEWOOD PIANOFORTE, MIRRORS, TAPESTRY CARPETS, &c.
On Monday Morning,
September 10, at 10 o'clock, by catalogue, at No. 1103 Girard street, the superior furniture, rosewood pisno-forte, by Chickering, line French-plate mirrors, fine ta-May be examined at 8 o'clock on the morning of

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

OUT CHESTNUT Street, above Sixth.

SALES EVERY EVENING,
At 7 o'clock, of books, stationery, and fancy goods, watches, jewelry, clocks, sliver-plated wars, cutlery, paintings, musical instruments, &c.
Also, hosiery, dry goods, boots and shoes, and marchandise of every description.

BAY SALES
Every Monday, Wednesday, and Friday, at 10 o'clock A. M. PRIVATE SALES. At private sale, several large consignments of watches and jewelry, books, stationery, silver-plated ware, cutlery, fancy goods, &c., to which is solicited the attention of city and country merchants and others.

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

Fig. Liberal cash subgroupe made on consignments.

Liberal cash advances made on consignments.
Out-door sales promptly attended to. MOSES NATHANS, AUCTIONEER
AND COMMISSION MERCHANT. Southeast
corner of SIXTH and RACE Streets.

corner of SIXTH and RACE Streets.

AT PRIVATE SALE,
AT PRIVES TO SUIT THE TIMES.

The following articles will be sold for less than half the usual selling price:
Fine gold hunting-case, double-case, and 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; independent seconds lever watches; fine gold 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 chains; diamond finger-rings and breast-pins; sets of fine gold jewelry; gold breast-pins, ear-rings, inger-rings, bracelets, pencil-cases, pens, and jewelry of overy description; guns, pistols, nusical instruments, plano-fortes, and anticles 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 goeds, clothing, groceries, hardware, cullery, furniture, bedding, fancy articles, and on all articles of value.

MACHINERY AND IRON. SHIPPING.

SHIPPING.

WEEKLY COMMUNICAWEEKLY COMMUNICATION BY STEAM BETWEEN NEW
YORK AND LIVERPOOL, calling at QUEENSTOWN, (Ireland,) to land and embark passengors and
despatches.
The Liverpool, New York, and Philadelphia Steam
ship company's splendid Clyde-built iron screw steamships are intended to sail as follows:
FROM NEW YORK FOR LIVERPOOL.
CITY OF MANCHESTER.
Saturday, Sept. 21.
KANGABOO.
Saturday, Sept. 22.
KANGABOO.
Saturday, Sept. 23.
EDINBURGH.
Saturday, Sept. 24.
EDINBURGH.
Saturday, Sept. 25.
THROUGH FROM PHILADELPHIA.
Cabin, to Queenstown, or Liverpool.
Saturday, Sept. 26.
Do. to London, via Liverpool.
Saturday, Sept. 26.
Seerage to Queenstown, or Liverpool.
Saturday, Sept. 27.
Do. to London, via Liverpool.
Saturday, Sept. 28.
Steerage to Queenstown, or Liverpool.
Saturday, Sept. 28.
THROUGH FROM PHILADELPHIA.
Cabin, to Queenstown, or Liverpool.
Saturday, Sept. 29.
Seerage to Queenstown, or Liverpool.
Saturday, Sept. 21.
Set of patterns of different sizes, are prepared to contract for Engines of all stees, Marine, River, and Stationary, having sets of patterns of different sizes, are prepared to contract for Engines of all stees, Marine, River, and Stationary, having sets of patterns of different sizes, are prepared to contract for Engines of all stees, Marine, River, and Cylinder Bollers, of the public, as being fully prepared to contract for Engines of all stees, Marine, River, and Cylinder Bollers, of the public, as being fully prepared to contract for Engines of all stees, Marine, River, and Cylinder Bollers, of the public, as being fully

jel4-tf BEACH and PALMER Streets J. YAUGHAN MERRICE, HARTLEY MERRIOR, WILLIAM H. MERRICK. SOUTHWARK FOUNDRY,

FIFTH AND WASHINGTON STREETS,

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MERRICK & SONS,

ENGINEERS AND MACHINISTS,

Manufacture High and Low Pressure Steam Engines,

for land, river, and marine service.

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

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

Retorts and Gas Machinery of the la st and most mproved construction.

Every description of Plantation Machinery, such as Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, &c.

Sole Agents for N. Rillieux's Patent Sugar Boiling Apparatus; 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 purchased the entire stock of Patterns at the above Foundry, he is now prepared to receive orders for Rolling, Grist, and Saw-Mill Castings, Soap, Chemical, and House Work, Gearing. Castings made from Rever-beratory or Cupola Furnaces, in dry or green sand, or my9-tf

CABINET FURNITURE. CABINET FURNITURE AND BIL-MOORE & CAMPION No. 261 South SECOND Street, connection with their extensive Cabinet Business an

w manufacturing a superior article of BILLIARD TABLES, And have now on hand a full supply, finished 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 numerous patrons throughout the Union, who are familiar with the character of their work, au20-5m THE WEEKLY PRESS.

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Can receive at the hands of a liberal and enlightened Public. Our most grateful thanks are tendered for patronage already bestowed upon us, and we shall made no efforts which may serve to render the paper even in the attractive, useful, and popular in the future. The general features of the Paper, in addition to Ita POLITICAL AND NEWS DEPARTMENTS,

ginal and Selected TALES, chosen for their lessons of Life, illustrations of History, depicture of Manners, 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 ta-portant and valuable contributions from able Writers. Deeming Purity of Morals the great safeguard of wrivete happiness and public prosperity, we shall carefully exclude from our columns everything which may reasonable be objected to on the score of improper tendency. The

make an 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 wied hesitate to let its columns go under the notice of any member of his Household.

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