## Letter from the Fire Zouaves. Correspondence of The Press.1 CAMP ADVANCE, NEAR CHAIN BRIDGE, VA., ? September 26, 1861. I smelt powder and saw blood shed for the first time, yesterday. I had the honor to command a detachment of ten men from our company, who, in conjunction with ten men from each company of our regiment, formed the Advance Skirmishers for the army yesterday, (Wednesday, 25th). Think of that! placing us ahead of men who have been here for months; who fought at Big Bethel, Bull Run, and in all the fights. We made an advance yesterday with 15,000 men, for what object I do not know. We were thrown out, and with the Seventy-ninth Highlanders and Berdan's Sharpshooters, who took the left, (we took the right), we advanced about eight miles, driving in their pickets as we went. We finally came in sight of one of their bat-teries without being discovered. We fell back to the brow of a hill and waited until Generals Smith and Baker came up; they then sig-nalled our battery, who came up double quick and took a very good position, under the com-mand of Captain Mott. We were then sent out again, in order to draw them out, and in scouting through the woods, we came upon a number of their pickets, but having orders not to fire on them, we contented ourselves by

taking their captain prisoner, who, by the way, was an aid-de-camp to General Stewart, of the rebel anmy. He would not tell anything, so we sent him in the lines; the rest of them made their escape.

Their battery soon commenced shelling the woods, but the most of our men were to the right, behind the hill. There were four men wounded by them, when our guns opened on them, and completely annihilated their bat-tery. They had got our range pretty accu-rately, and their halls were coming uncomfortably near when Mett got his eye on them When he fired he knocked their gun all to pieces, killing some men, but of course we do not know how many. We could see their gun turning a complete somersault, when Baker, who was laughing all the time, says: "Now, you devils, give three cheers," which was done emphatically, I can tell you. Some of their balls must have come within two feet of his head, but he never flinched; never retired; stood on top of the hill, in full view, telling us every shot that told. I tell you what, when they burst over your head, within four or five feet of you, it makes you feel queer! And then Colonel Baker would sing out, "Down, you devils! don't you see that fellow coming?" And, I tell you, he would be quickly obeyed. We had nobody killed.

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

LETTER BAGS At the Merchants' Exchange, Philadelphia. Ship Wyoming, Burton.....Liverpool, Oct 25 Bark Addison Child, Smith.....Buenos Ayres, soon

MARINE INTELLIGENCE. PORT OF PHILADELPHIA, Sept. 28, 1861.

ARRIVED. Brig Emily, Saunders, & days from New York, with ice to J F. Bazley.
Schr Geo L Green, Cobb, 5 days from Boston, with ice o captain. Schr B F Reeves, Carman, 6 dsys from Boston, with ndse to captain.
Schr R F Stockton, Vancleaf, 3 days from Catskill, with ice to captain. Schr Jas II Moore, Ingersoll, 3 days from Bridgeport, in ballast to L Audenried & Co.
Schr Sarah Mills, Dayton, 2 days from New York, with ice to captain. schr Cadarian.

Schr Wm Collyer, Raynor, 3 days from New York, with mdse to D Cooper.

Schr Chris Loeser, Laws, 3 days from Salem, in ballast to E R Sawyer & Co.

Schr Farmer, Deputy, 1 day from Milford, Del, with wheat to Jas Barratt & Son.

Schr J W Early, Harrington, 1 day from Frederica, Del, with cats to Jas Barratt & Son.

Schr Delaware, Denby, 1 day from Smyrna, Del, with corn to Jas Barratt & Son.

Schr Mantua, Maxon, 1 day from Frederica, Del, with Schr Mantua, Maxon, 1 day from Frederica, Del, with

with oats to Jas Barratt & Son.
Schr A C Gray, Rice, 1 day from New Castle, Del,

with oats to Jas Barratt & Son.

Schr A C Gray, Rice, I day from New Castle, Del, with wheat to Jas Barratt & Son.

Schr Planter, Fowler, I day from Leipsic, Del, with grain to J E Palmer.

Schr Oriental, Coffin, from Wilmington.

Schr Rebecca Knight, Risley, from Egg Harbor.

Schr A E Martin, Edwards, from Boston.

Schr Morthern Light, Lake, from Boston.

Schr White Squall, Howell, from Boston.

Schr Excelsior, Riley, from Boston.

Schr Excelsior, Riley, from Boston.

Schr J B Myers, Cobb, from Boston.

Schr J B Myers, Cobb, from Boston.

Schr Francis Edwards, Babcock, from Boston.

Schr Francis Edwards, Babcock, from Boston.

Schr Francis Edwards, Babcock, from Boston.

Schr Hoo, Crowell, from Providence.

Schr Alex Law, Wood, from Jersey City.

Schr Marietta Hand, Terry, from New York.

Schr Alex Blew, Crowell, from Fran Riwer.

Steamer Sarah, Jones, 24 hours from New York, with mdse to W M Baird & Co.

CLEARED. Bark Amy, Hammond, Glasgew, Twells & Co. Bark Elizabeth J, Holmes, Port Spain, Trin, Thomas Wattson & Sons. Schr Griental, Coffin, Machias, B Hare Powell. Schr M Hand, Terry, Norwich, do Schr A E Martin, Edwards, Commercial Point, Tyler,

Stone & Co.
Schr Emma, Smith, Dover, NH,
Schr Northern Light, Lake, Beverly, Van Dusen, Nor-Caldwell. Schr J Lancaster, Willetts, Providence, do Schr C M Carver, Pendleton, Boston, Cain, Hacker

Co.
Schr W Saulsbury, Hudson, Boston, N Sturtevant & Co.
Schr J B Myers, Colbb, Beston, L Audenried & Co.
Schr Jos Maxfield, May, Boston, do
Schr Snow Flake, Dickerson, Boston, do Schr A Blew, Crowell, New Bedford, Castner, Stickney & Wellington.
Schr Mecca, Edgett, Eastport, C A Heckscher & Co.
Schr Mecca, Edgett, Eastport, C A Heckscher & Co.
Schr S Lockwood, Truitt, Stony Point, J R White.
Str C C Alger, Fenton, Alexandria, &c, T Webster, Jr.

(Correspondence of the Philadelphia Exchange.)
LEWES, Del., Sept 26.
The brig Geo Amos, for Boston, is at the Breakwater.
The cutter Dobbin went up the bay yesterday.
Yours, &c.
A. MARSHALL.

(Correspondence of the Press.)
HAVRE DE GRACE, Sept 25. HAVRE DE GRACE, Sept 25.

The steamer left here this morning with 6 boats in tow, laden and consigned as follows:

Jas Barratt, Jr, with grain, bark, &c. to Poplar street wharf; I. P Bowen, lumber to Wm C Lloyd; T E Frank-lin, do to New York; Col R Anderson, bituminous coal to Belleville; Experiments, do to Delaware City.

Generation of the Press.)

(Correspondence of the Press.)

READING, September 24.

The following boats from the Union Canal passed into the Schuylkill Canal to-day, bound to Philadelphia, laden and consigned as follows:

Strath Heilman, lumber to M. Trump, Son & Co; E. Lyon, do to Jos Janney; N. J. Mitchell, do to Henry Croskey; Thos & Sheets, do to M. H. Keith, New York; Catharine Elizabeth, pig iron to Cabeen & Co; Snow Shoe, grain to Perot & Bro; Elias Reber, lime to Amos Gaul; American Eagle, grain, &c. to captain.

Sept 25-226-following boats passed into the Schuylkill Canal to-day, viz-22.

Lebanon Valley, shingles to captain; Joseph Coover, wheat to Frill & Brubaker; Osprey, lumber to Mr. Wolverton; Wm F Fitting, do to Delaware Canal Co; John Heisley, do to Wm C. Lloyd; H. G. Fisher, grain, &c. to A. G. Cattell & Co; Patapsco, pig iron to Cabeen & Co; Gen Cameron, hlooms to E. S. Buckley, and flour to H. H. Means.

MEMORANDA.

Ship Saranak, Rowland, for Philadelphia, was in the river, Liverpool, 14th inst, outward bound.

Ship Garibaldi, Emery, hence 15th April for Loando, was spoken 16th July, lat 10 S, long 25.

Park Mary Cobb, Cornwall, sailed from Wilmington, Dol, 25th inst. for Penbroke, Wales, with ship timber. Bark Emily C Starr, Fairfowi, for Shanghae, entered out at Newcastle, E, 7th inst.

Bark Crusader, Moore, for Hampton Roads, sailed m Baker's Island 16th Ma from Baker's Island 16th May.

Brig Queen Esther, (Br) Card, sailed from Port Spain,
Trin, 8th inst. for St Thomas.
Schrs Ellen Merriman, Hamilton, and Trenton, Smith,
hence, at New York 26th inst.
Schr Danville, (of Richmond, Va) Chester, from Rio de
Janeiro 14th ult. in ballast, at New York 25th inst.

LETTERS TESTAMENTARY to the granted to the undersigned, all persons indebted to said listate will please to make payment, and all persons JOHN CASSIN, 313 UNION Street,

Or to their Attorney, EDWARD C. QUINN, Esq., se7-sbt\* 611 WALNUT Street, Philadelphia. T ETTERS TESTAMENTARY upon the estate of SARAH N. SAUNDERS, late of the city of Philadelphia, deceased, having been granted by the Register of Wills to the undersigned, all persons having claims or demands against the estate of said decedent are requested to make known the same without delay, and those indebted thereto to make payment to JOSHUA NEWBOLD, Byberry, Phila.

GEO. A. NEWBOLD, Norristown, Mont-gomery county, Pa. IN THE ORPHANS' COURT FOR PHIA.

Estate of SAMUEL A. SPARKS, Deceased.

Notice is herely given that an appraisement of the personal estate 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 FOURTH DAY OF OCTOBER NEXT, unless exceptions are filed thereto.

EDWARD WALN,

Attorney for Petitioner. THE CITY AND COUNTY OF PHILADEL.

Attorney for Petitioner. TN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADEL. HIA. Estate of Minors of JOHN DIAMOND, deceased. Account of Anna H. Diamond, guardian of Mary, Helen V., and Theresa Diamond.
Account of Anna H. Diamond, guardian of Helen V. Diamond.

r appointed by the Court to audit, settle,

and adjust the above accounts, and report distribution of the net balance in the hands of the guardian, will meet the barties interested, for the purposes of his appointment, on MONDAY, September 30th, 1861, 4 P. M., at his office, 512 WALNUT Street, Philadelphia.

WILLIAM ERNST, DHILADELPHIA TERRA-COTTA WORKS.
Office and Warercoms, 1010 CHESTNUT Street.
Ornamental Chimney Tops.
Garden Vasce and Statuary.
Encausite Flooring Tile. Ventilating and Smoke Flues

Ventilating and Smoke Flues.

Ridge Tile and Sanitary Wars.

Ricam-pressed Drain Pipe.

Water Pipe, warranted to stand pressure,
Cheap and durable.

The Trade supplied, on Lifberal Terms.

Rustrated Catalogues sent by mail, on
application by letter.

R A HADDEG. S. A. HARRISON, 1010 CHESTNUT Street. mb27-t7

PROPOSALS. NAVY DEPARTMENT,

NAVY DEPARTMENT,

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

CEALED 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 noon on the 2d day of October next, for furnishing and delivering at the several navy yards named the materials and articles embraced 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 present confusion and mistakes in sealing 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 hereinafter prescribed, 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 the mail.

To guard against offers being opened before the time

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
Naty 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 same, and of the printed schedule to which it refers, all the articles embraced in Class No. (name the slass) for the navy yard at (name the yard,) according to said schedule, viz: (here paste on the printed class from the schedule, and opposite each article set the price and carry out the amount in the columns for dollars and cents, and foot up the 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 miscellaneous, by a non-resident of the place of delivery; and should my offer be accepted, I request the contract may be prepared and sent to the navy agent at (name the agency) for signatures and certificate.

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

Form of Guarantee

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

fore mentioned.

Witness:

(Signature of guarantors.)

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 bu-reau to be responsible.

to lift up, the front end of it to hang within two leet 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 axletres, and to retain that width to the back end of the tongue; jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three eighths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end one and a half inches to clamp the front hounds together, and fastened on the under side, and afront 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 firon 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 silder and hounds; a brace over front bolster one and a half inch wide, one-quarter of an inch round; the opening between the jaws of the hounds, to receive the tongue, and four and three-quarters in tront. 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. Ship chandlery; class No. 17. Hardware;
class No. 18. Stationery; class No. 23. Belting, packing,
and hose; class No. 26. Augers.

ROSTON and hose; class No. 28. 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 cypress; class No. 7. Lime, hair, and plaster; class No. 8. Cement; class No. 9. Gravel and sand; class No. 11. Iron, iron spikes, and nails; class No. 12. Steel; class No. 13. Pig-iron; class No. 15. Paints, oils, and glass; class No. 17. Hardware.

one through the silder and hounds; a brace over front bolster one and a half inch wide, one-quarter of an inch thick, with a bolt in each end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the tongue, and four and three-quarter inches in front, and four and a half inches at the back part of the jaws.

The hind hounds four feet two inches long, two and three quarter inches thick, and three inches wide; jaws one foot long where they clasp the coupling pole; the bolster four feet five inches long, and five inches wide, by three inches deep, with steady iron two and a half inches wide, by one-half inch hick, turned up two and a half inches and fastened on each end with three rivets; 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 front of the back axletree six feet one inch, and from the centre of the back axletree six feet one inch, and from the centre of the back axletree six feet one inch, and from the centre of the good the pole eight feet nine inches; king bolt one and a quarter inches diameter, of best refined iron, drawn down to seven-cighths of an inch where it passes through the iron axletree; iron plate ix inches long, three inches wide, and one-cighth 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. Coupling pole to be eight inches long, one and three-quarters inches wide, and one quarter of un 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 and glass; class No. 17. Hardware.

NEW YORK.

Class No. 1. Bricks; class No. 3. Yellow pine timber; class No. 4. Yellow pine lumber; class No. 5. Oak and hard wood; class No. 6. White pine, spruce, cypress, and juniper; class No. 7. Lime, hair, and plaster; class No. 8. Cencent; class No. 9. Gravel and sand; class No. 10. Slate; class No. 11. Iron, iron spikes, and nails; class No. 13. Pig-iron; class No. 15. Paints, olls, and glass; class No. 16. Ship chandlery; class No. 17. Hardware; class No. 23. Belting, packing, and hose; class No. 25. Iron work, &c.

class No. 25. Iron work, &c. PHILADELPHIA. Class No. 3. Yellow pine timber; class No. 5. Oak and hard wood; class No. 6. White pine, spruce, juniper, and cypress; class No. 11. Iron, iron spikes, and nails; class No. 14. Files; class No. 14. 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. 6. White pine, spruce, juniper, and cypress; class No. 11. Iron, iron spikes, and nails; class No. 12. Steel; class No. 14. Files; class No. 15. Paints, oils, and glass; class No. 16. Ship chandlery; class No. 17. Hardware; class No. 24. Sperm and lubricating oils; class No. 27. Anthracite coal; class No. 29. Bituminous Cumberland coal. 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 the place where the place where may be contracted for must be delivered at such place or places, including drayage and carage 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, prefewheat to Jas Barratt & Son.

Schr Emma, Hunter, 1 day from New Castle, Del, with wheat to Jas Barratt & Son.

Schr T P McColley, Carter, 1 day from Camden, Del.

Schr T P McColley, Carter, 1 day from Camden, Del.

unless specially authorized by the Department. In computing the classes, the price stated in the column of prices will be the standard, and the aggregate of the

class will be carried out according to the prices stated.

It is to be provided in the contract, and to be distinctly understood by the bidders, that the amount and number of srticles enumerated in classes headed "Miscellaneous" are specified as the probable quantity which may be required, as well as to fix data for determining the lowest bid; but the contractor is to furnish more or less of the said enumerated articles, and in such quantities, and at such times, as the bureau or commandant may require; such increase, however, not to exceed one half of the quantities stated (and requisitions sent through the post office shall be deemed sufficient notice) during the fiscal year ending 30th June, 1862; and whether the quantities required be more or less than those specified, the prices shall remain the same.

All the articles under the contract must be of the best quality, delivered in good order, free of all and every

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 nary yard, and be in all respects satisfactory to the commandant thereof. Bilders are referred to the yard for plane, 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 article 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 sureties, in the full amount or the contract, will be required, and twenty per centum as additional yard of delivery, who may be called upon to deliver articles, without delay, when they shall be required.

Approved sureties, 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 otherwise authorized by the Department. On classes of articles headed "Miscellancous," to be delivered as required during the fiscal 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 stifactory, and the balance (eighty per 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 all the rejected articles offered under the contract shall have been removed from the yard, unless specially authorized by the Department.

It will be stipulated in the contract that if default shall be made by the partices of the first part in delivering all or any of the articles mentioned in any class bid for, of the quality and at the times and places above provided, then, and in that case, the said parties will torfeit 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 sureties must sign the contract, and their responsibility be certified to by a navy agent, collector, district attorney, or some other person satisfactorily known to the bureau.

It is to be provided in the contract, and their responsibility be certified to by a navy agent, collector, district attorney, or some other person satisfactorily known to the bureau.

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 co

thereafter as may be practicable. DROPOSALS 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 equipment of TWO STEAM SCREW REVENUE VESSELS, of 750 tons each, and of THREE STEAM SCREW BEVENUE VESSELS, of 600 tons each. United States measurement.

STEAM SCREW BEVENUE 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 mayy 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 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 rified pivot-gun of 6,500 lbs. weight, two 32-pounders of 42 cwt., and one light navy 24-pounder howitzer on the top-gallant forceastle.

The complement for each vessel will be ninety-five persons convince working we for early solved. sons, carrying provisions for sixty days, and 2,000 gal-lons of water in tanks, and to be furnished with a con-The vessels to be schooner rigged, with flying gaff top-salts, square sail, and yard to set flying. The proposal must be for the hull, spars, rigging, sails, end canvas work, mast coats, awnings, hammocks, and aags, boats, enchors, and cables, tanks, casks, binna-bles, 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 summents and outfits of carest kind and in all 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 ormanient, 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 coal 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 precipical to hours each.

The specifications must describe fully the material to be fusel; the manner and size of fastening; the defail of the size, finish, and arrangement of the machinery, 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.

will be inserted of the fulfilment of the condition of draft of water, speed, fuel, satisfactory working of the ma-chinery, and other points required, with a forfeiture in chinery, 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 angage 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. quired by haw that, if awarded, they will execute the contract.

Payments will be made at four different intervals as the work progresses, retaining one-sifth (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 conformity with the conditions prescribed which it may consider most to the interests of the Government, and to combine the greatest number of advantages, and to reject any or all 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.

The specifications, plans, and models of parties not obtaining contracts may be withdrawn by them.

S. P. CHASE,

Secretary of the Treasury.

sc10-tuthsa10t

INSURANCE COMPANIES. PROPOSALS for ARMY BAGGAGE WAGONS. TNSURANCE COMPANY OF THE "THEY GO RIGHT TO STATE OF PENNSYLVANIA—OFFICE Nos. 4 and 5 EXCHANGE BUILDINGS, North side of WAL-NUT Street, between DOGK and THIED Streets, Phila-

PROPOSALS.

four half-inch boits.

The tongue to be ten feet eight inches long, feur 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.

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 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 forked chain seven-sixteenth inch in diameter; the fifth chain to be seven-sixteenth inch diameter to the fork; the fork to be five-sixteenth inch diameter; the fork; the fork to be five-sixteenth inch diameter; the tinks of these and of the lock chains to be not more than

Each side of the body of the wagon to be marked U.

B., and numbered as directed; all other parts to be lettered U. S.; the cover, feed box, bolts, linchpins, tarpot, and harness bearers for each wagon to be put up in a strong box, (coopered,) and the contents marked thereon.

In a strong post, (coopers,)
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
together, and all the material used for their construction

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

M. C. MEIGS, jezb-tf Quartermaster General U.S.

COPARTNERSHIP NOTICES.

NOTICE.—The subscribers have agreed to continue, and renew for one year beyond the time criginally fixed for its duration, the Limited Partnership heretofore existing between them, in accord-

ance with the Act of Assembly, under the firm and name of BENNERS & DRAPER, for the importing and trad-

ance with the Act of Assembly, under the firm and name of BENNERS & DRAPER, for the importing and trading in foreign and domestic merchandise and the general commission business. The General Partners are ISAAC B. BENNERS and WARNER DRAPER, and the Special Partner is JOHN D. BENNERS, who has contributed to the capital of the firm the sum of Ten Thousand Dollars. The continued or renewed partnership commences this day, and ends on the twelfth day of September, A. D. 1862.

Philadelphia, September 12, 1861.

ISAAC B BENNERS, WARNER DRAPER, General Partners.

THE COPARTNERSHIP HERETO-FORE EXISTING between EDWARD HEN-DERSON and ALFRED W. CHANTRY, under the name and style of EDWARD HENDERSON, was dis-

name and style of EDWARD HENDERSON, was dissolved on the first day of September, 1861, by mutual
consent. The business of the late firm will be continued
by EDWARD HENDERSON, at the old stand, No. 510
MARKET Street.
EDWARD HENDERSON,
se26-th s4t\*
ALFRED W. CHANTRY.

NOTICE.—The subscribers having bought out the late firm of Thacher & Woddrop, would inform their former patrons, and the public generally, that they are now prepared for the full trade, and

would offer inducements to customers to suit the times, se their stand, No. 16 North FOURTH Street, Philadelphia THACHER & CO.

WOAD-500 lbs. for sale by

SAMUEL A. THACHER, HENRY D. VANHORN.

General Partners
JOHN D. BENNERS,
Special Partner

WETHERILL & BROTHER, 47 and 49 North SECOND Street.

QUARTERMASTER GENERAL'S OFFICE, ? WASHINGTON, June 21, 1861. }
Proposals are invited for the furnishing of Army Bag-INCORPORATED in 1794—CHARTER PERPETUAL.
CAPITAL, \$200,000.
PROPERTIES OF THE COMPANY, FEBRUARY Proposals should state the prices at which they can be furnished at the place of manufacture, or at New York, Philadelphia, Baltimore, Washington, or Cincinnati, as preferred by the bidders.

The number which can be made by any bidder within agons. psals should state the prices at which they can be 1, 1861, \$507,094.61.
MARINE, FIRE, AND INLAND TRANSPORTATION INSUBANCE.

DIRECTORS. DIRECTORS.

Samuel Grant, Jr.,
Tobias Wagner,
Snith,
dd,
Henry G. Freeman,
Charles S. Lewis,
George O. Carson,
Edward O. Knight.
HENRY D. SHEBRERD, President.
RPBS, Scortary. Henry D. Sherrerd, Charles Macalester, William S. Smith, John B. Budd, William R. White,

Philadelphis, Baltimore, Washington, or Cincinnati, as preferred by the bidders.

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

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

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

The front wheels to be three feet ten inches high, hubs ten inches in diameter, and fourteen and a quarter inches long; indi wheels four feet ten inches high, hubs ten and a quarter inches in diameter, and fourteen and a quarter inches in diameter, and fourteen and a quarter inches long; fellies two and a half inches wide and two and three-quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches wide and two and a half inches wide by five-eighths of an inch thick, fastened with one screw bolt and nut in each felle; hubs made of gum, the spokes and fellie of the best white oak, free from defects; each wheel to have a sand band and linchpin band two and three-quarter inches wide band one and a quarter inch by one-quarter inch thick, inside band one inch by three-sixteenths in thickness; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six and one-eighth inches in a parallel line, and each axle to be three feet eleven and three-eighth inches from the outside of one shoulder washer to the outside of the other, so as to have the wagons all to track five feet from centre to centre of the wheels. Axletrees to be made of the best quality refined American iron, two and a half inche square at the shoulder, tapering down to one and a half inch in the suddle, with a seven-eighths inch king-bot hole in each axletree; washers and linchpins for each axletree; size of linchpins one inch wide, three-eighths of an inch thick, with a hole in each end; a wooden stock four and three-quarter inches wide an WILLIAM HARPHE, Secretary. A NTHRACITE INSURANCE COMPANY. — Authorized Copital \$400,000 — CHARTER PERPETEAL.
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. Jacob Esher,
D. Luther,
L. Andenried,
Davis Pearson,
Peter Sieger,
W. M. SMITH, Secretary.

DIRECTORS.

Joseph Maxfield,
John R. Blakiston,
Wm. F. Dean,
J. E. Baum.
JACOB ESHEB, President.
WM. F. DEAN, Vice President.
ap3-tf

THE RELIANCE

TUAL INSURANCE 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

Huntingdon and Broad Top Bailroad and Canal Co.'s mortgage loan.

Ground rent, first-class.

Gollateral loans, well scuured.

City of Philadelphia 6 per cent loan.

Allegheny County 6 per cent. Pa. BB. loan.

Commercial Bank stock.

Mechanics' Bank stock.

Mechanics' Bank stock.

The Reliance Mutual Insurance Co.'s stock.

The County Fire Insurance Co.'s stock.

The Deleware M. S. Insurance Co.'s stock.

Union Mutual Insurance Co.'s stock.

Union Mutual Insurance Co.'s stock.

Commercial Reliance Reliance Co.'s stock.

Commercial Reliance Relian

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

Leases promptly adjusted and paid.

DIRECTORS.

Secured Bispham. Clem Tingley, Villiam R. Thompson, Frederick Brown, William Stevenson, John R. Worrell, E. L. Carson, Robert Toland, G. D. Rosengarten, Charles S. Wood, James S. Woodward, CLEM TINGLEY, President. 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.

F. Ratchford Starr, Mordecal L. Dawson,
Geo. H. Stuart,
John H. Brown,
B. A. Fahnestock,
Andrew D. Cash,
J. L. Erringer. William McKee, Halbro Frazier, John M. Atwood, Benj T. Tredick, Andrew D. Cash, Henry Wharton, F. RATCHFORD STABR, President. CHARLES W. COXE, Secretary.

DENN MUTUAL LIFE INSU-BANCE COMPANY,
No. 921 CHESTNUT Street, Philadelphia.
CHARTER PERPETUAL.

ALL THE PROFITS DIVIDED AMONG THE INSURED.

Insure Lives for short terms or for the whole term of life; grant Annuties and Endowments; purchase Life Interests in Real Estate, and make all contracts depending on the contingencies of life.

They act as Executors, Administrators, Assignees, Trustoes and Grantines. Trustees, and Guardians.
ASSETS OF THE COMPANY, January 1, 1861,
2322,981 nited States stocks, Tressury notes, loans of State of Pennsylvania, city of Philadel-

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.

ter; the forked chain seven-sixteenth inch diameter; the fifth chain to be seven-sixteenth inch diameter; the fork; the fork to be fre-sixteenth inch diameter; the tinks of these and of the lock chains to be not more than two and a quarter inches long.

The body to be straight, three feet six inches wide, two feet deep, ten feet long at the bottom, and ten feet six inches at the top, sloping equally at each end all in the clear or inside; the bed pieces to be two and a half inches wide, tand three inches deep; front pieces two inches deep in the middle to rest on the coupling pole; top rail one and a half inches wide; tail piece two and a half inches wide; tail piece two and a half inches wide; the bottom gole; top rail one and a half inch thick by one and seven-eighth inch wide; three studs and one rail in front, with a seat 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, nine and 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 rail 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 enting the boxes; to have a joint hasp fastened to the middle of the lid, with a good wooden cleat on the inside, a strap of iron on the centre of the box with a staple passing through it, to fasten the lid to; eight straß and two rails on each side; one bolster fastened to the middle of the lid, with a good wooden cleat on the inside, a strap of iron on the centre of the box with a staple passing through it, to fasten the lid to; eight straß and two rousi ron each side; one bolster fastened to the middle of the lid, with a good wooden Office, S. E. corner of THIRD and WALNUT Streets, PHILADELPHIA. MARINE INSURANCE. On Vessols, 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

On Merchandise generally. On Stores, Dwelling Houses, &c., &c. ASSETS OF THE COMPANY, November 1, 1860. \$100,000 United States five per cent. Loan...\$100,000 00 117,000 United States six per cent. Treasury Notes, (with accrued interest,)... 110,463 34 100,000 Pennsylvania State five per cent. 

Company, interest and principal guarantied by the City of Philadelphia ...... 15,300 00 5,000 100 shares Pennsylvania Bailroad 8,900 00 1,200 30 shares Philadelphia Ice Boat and Steam Tug Company. 250 5 shares Philadelphia and Havre-de-Grace Steam Towboat Company. 250 2 shares Philadelphia Exchange 900 00 1,200 00 800 00

of an inch screw bolts, one at the forward end of the plate, and the other about equi-distant beteen it and the lateral rod. A half-inch round from rod or bolt to pass diagonally through the rails, between the two hind studs to and through the bed-piece and plate under it, with a good head on the top and nut and screw at the bottom, to be at the top one foot six inches from inside of tail-board, and on the bottom ten inches from the hind rod. An iron clamp two inches wide, one-quarter of an inch thick around the bed-piece, the contre bolt to which the lock chain is attached passing through it, to extend seven inches on the inside of the body, the ends, top, and bottom to be secured by two three-eighths inch screw bolts, the middle bar at the ends to be flush with the bed-piece on the lower side. Two lock chains secured to the centre bolt of the body one and eleven inches, the other two feet six inches long, to be of three-eighths of an inch round iron; feed trough to be four feet six inches long from out to out, the bottom and ends of oak, the sides of yellow pine, to be eight inches wide at bottom, twelve inches wide at top, and eight and a half inches deep all in the clear, well ironed, with a band of hoop-iron sround the top, one around each end and three between the ends, strong and suitable irons to fasten them on the tongue when feeding; good strong chains to be attached to the top rail of the body, secured by a staple with a hook to attach it to the trough. Six bows of good ash, two inches wide and one-half inch thick, with three staples to confine the ridge pole to its place; two staples on the body, to secure each one of the bows; one ridge pole twelve feet long, one and three-quarters inches wide by five-eighths of an inch thick; the cover to be of the first couality cotton duck No.— fifteen feet long and nine feet eight inches wide, made in the best manner, with four hemp cords on each side, and one through each end to close it at both ends; two rings on each end of the body, to some and secure the e Beal Estate. 51,883 85
Balances due at Agencies, Premiums on Marine Policies, Interest, and other Debts due the Company. 51,566 92
Berip and Stock of sundry Insurance and other 2,626 50 29,108 51 \$904,907 5

DIRECTORS. Samuel E. Stokes, J. F. Peniston, Henry Sloan, Edward Darlington, H. Jones Brooke, William Martin, Edmund A. Souder, Theophilus Paulding, John R. Penrose, John C. Davis, Spencer McIlvaine, Thomas C. Hand, Robert Burton James Traquair, William Eyre, Jr., James C. Hand, r., Thomas U. Hand,
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Charles Kellly, THOS. C. HAND, Vice President.
HENRY LYLBURN, Secretary. no17-ff

FIRE INSURANCE EXCLUSIVE-LY.—The PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825. CHARTER PER-PETUAL. No. 510 WALNUT Street, opposite Independnce Square.
This Company, favorably known to the comm thirty-six years, continues to insure against Loss or Damage by Fire, on public or private Buildings, either permanently or for a limited time. Also, on Furniture, stocks of Goods, or Merchandise generally, on liberal erms.
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. Jonathan Patterson, Quintin Campbell, Alexander Benson, William Montellus, Isaac Hazlehurst, Thomas Robins,
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TIRE INSURANCE.

MECHANICS' INSURANCE COMPANY OF
PHILADELPHIA, No. 138 North SIXTH Street, below
Race, 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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0238

BERNARD BAFFERTY, Secretary. A MERICAN FIRE INSURANCE Philadelphia.

Having a large paid-up Capital Stock and Surplus, invested in sound and available Securities, continues to insure on Dwellings, Stores, Furniture, Merchandise, Vescels in port and their Cargoes, and other Personal Property. All Losses liberally and promptly adjusted.

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[622-TOXCHANGE INSURANCE COM-PANY—Omce, No. 409 WALNUT Street.
Fire Insurance on Houses, and Merchandise gen
on favorable terms, either Limited or Perpetual.
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Of the brands of St. Julion, Margaux, Hout-Erien
Paxillae. For sale by
JAURETCHE & CARSTAIRS
No. 208 South FEONT Street

FINE 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 shortestable jes-M Counterfeits.

MEDICINAL. THE SPOT."

SPALDING'S

THROAT CONFECTIONS

GOOD FOR PUBLIC SPEAKERS,

GOOD FOR CONSUMPTIVES.

GOOD FOR SINGERS.

GENTLEMEN CARRY

SPALDING'S THROAT CONFECTIONS.

LADIES ARE DELIGHTED WITH

SPALDING'S THROAT CONFECTIONS.

CHILDREN CBY FOR

SPALDING'S THROAT CONFECTIONS.

They give strength and volume to the Voice.

They impart a delicious aroma to the Breath.

relieve you instantly, and you will agree with me that

ful and pleasant while travelling or attending public

HENRY C. SPALDING.

No. 48 CEDAR STREET, NEW YORK.

CEPHALIC PILLS

SICK HEADACHE.

NERVOUS HEADACHE.

HEADACHE

By the use of these Pills the Periodical attacks of Ner

nous or Erck Headache may be prevented; and if take at the commencement of an attack immediate relief from

They seldom fail in removing the Nausca and Head-

They act gently on the bowels, removeing Costiveness.
For Literary Men, Students, Delicate Females, and all persons of sedentary habits, they are valuable as a Laxitive, improving the appetite, giving tone and viger

to the digestive organs, and restoring the natural elasti-city and strength of the whole system.

The CEPHALEC PILLS are the result of long investi-

eation and carefully conducted experiments, having been

in use many years, during which time they have pre-

vented and relieved a vast amount of pain and suffering from Headache, whether originating in the nervous sys-

tem 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 withou

making any change of diet, and the absence of any dis-

agreeable staste renders it easy to administer them t

BEWARE OF COUNTERFEITS!

The genuine have five signatures of Henry C. Spalding

Sold by Druggists and all other Dealers in Medicines

A Box will be sent by mail prepaid on receipt of the

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.

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

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.

From the Advertiser, Providence, R. I.

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 discovered.

From the St. Louis Democrat.

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

From the Commercial Cincinnati. Suffering humanity can now be relieved.

From the Commercial Bulletin, Boston, Mass. Said to be very efficacious for the headache.

A Single bottle of SPALDING'S PREPARED

GLUE will save ten times their cost annually.

SPALDING'S PREPARED GLUE!

SPALDING'S PREPARED GLUE!

SPALDING'S PREPARED GLUE!

SAVE THE PIECES!

AF" A STITCH IN TIME SAVES NINE." TH

As accidents will happen, even in well-regulated families, it is very desirable to have some cheap and convenient way for nepairing 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 point.

"USEFUL IN EVERY HOUSE."

N.B.—A Brush accompanies each bottle. Price, 25 pents. Address,

HENRY C. SPALDING,

No. 48 CEDAR STREET, NEW YORK.

CAUTION.

As certain unprincipled persons are attempting to paim off on the unsuspecting public, imitations of my PRE-PARED GLUE, I would caution all persons to examine

#2 SPALDING'S PREPARED GLUE TO

on the outside Wrapper; all others are swindling

foll-if

before purchasing, and see that the full name,

ECONOMY!

From the Advertiser, Providence, R. I. testimony in their favor is strong, from the mos able quarters.

All orders should be addressed

on each Box.

pain and sickness will be obtained.

They relieve a Cough instantly.

They are delightful to the Taste.

They clear the Throat.

any one.

Thirty Cents.

Address

STOP YOUR COUGH !

STRENGTHEN YOUR VOICE

INSTANT RELIEF!

PURIFY YOUR BREATH!

GOOD FOR CLERGYMEN,

GOOD FOR LECTURERS.

RAILROAD LINES.

FALL AND WINPHILADELPHIA, GERMANTOWN, and NORRIS.
TOWN BAILROAD.
On and after Monday, Soptember 23, 1861.
TOR GERMANTOWN.
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11½ P. M.
Leave Germantown, 6, 7, 74, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10½ P. M.
Leave Philadelphia, 9, 05 A. M., 2, 7, and 10½ P. M.
Leave Philadelphia, 9, 05 A. M., 1, 6, and 9½ P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 4, 6, and 9 P. M. Leave Chestnut Hill, 7.10, 7.40, 9.40, 11.40 A. M., 1.40,

Leave Chestnut Hill, 1.10, 1.70, 1.70, 1.70, 2.80, 2.80, 2.40, 8.4 F. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia, 6%, 9, 11 A. M., 1%, 8.05, 4%, 8.05, and 8.05 P. M.

P. M.

ON SUNDAYS.

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

Leave Norristown, 7 & A. M., 5 P. M.

Leave Philadelphia, 6 & 9. 11 A. M., 1½, 3.05, 4½, 6.00, and 5.00 F. M.

Leave Manayunk, 7 & 8 & 9 & 11 & A. M., 2, 5, and 6 % P. M. K P. M.
ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3 and 7 P. M.
Leave Manayunk, 7 K. M., 5 K and 8 P. M.
H. K. SMITH, General Superintendent,
se20-tr Depot NINTH and GREEN Streets.

se20-tf PHILADELPHIA
AND READING BAILROAD,
PASSENGER TRAINS FOR POTTSYILLE, EEADING, 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, Jat 8 A. M., connecting at Harrisburg with the PENNSYLVANIA
RAILROAD 1 P. M. train, running to Pittsburg; the
CUMBERLAND VALLEY 1.05 P. M. train running to
Chambersburg, Carliele, &c.; and the NORTHERN
CENTRAL RAILROAD 1 P. M. train running to Sunbury, &c.

AFTERNOON LINKS. Leave New Depot, corner of BBOAD 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., DAILY, (Sundays excepted.) DISTANCES VIA PHILADELPHIA AND READING. PISTANCES VIA PHILADELPHIA AND READING RAILROAD.

FROM PHILADELPHIA, Miles, They are made of simple herbs, and cannot harm Lebanon 50
Harrisburg 112
Dauphin 124
Millersburg 142
Treverton Junction 158 I advise every one who has a Cough, or a Husky Northern Central Bailroad. Voice, or Bad Breath, or any difficulty of the Throat, to get a package of my Throat Confections. They will Lewisburg...... Milton "they go right to the spot." You will find them very use. Sunbury and Eric R. R. meetings, for stilling your cough or allaying your thirst.

If you try one package I am safe in saying that you will Troy......26 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 as A package will be sent by mail, prepaid, on receipt of

May 20, 1861. ELMIRA ROUTE.—
PHILADELPHIA AND ELMI-

AWANNA AND BLOOMSBURG BAILROAD,
The above trains make direct connections at Elmira
with the trains of the New York and Eric, Canandaigna
and Niagara Falls, and Buffalo, New York and Eric,
and New York Central Railroads, from all points North
and West, and the Canadas.
Baggage checked to Elmira, Buffalo, and Suspension
Bridge, and all intermediate points.
Tickets can be procured at the Philadelphia and Elmira Railroad Line's Ticket Office, northwest corner of
SIXTH and CHESTNUT Streets, and at the Passenger
Depot, corner THIRTEENTH AND CALLOWHILL.
THROUGH EXPRESS FREIGHT TRAIN.
Leave the Philadelphia and Reading Depot, Broad and 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, THIBTEENTH and CALLOWHILL, or to

G. T. LEONARD, Agent,

WHARF, 923 North Delaware avenue, above Poplar street.

Northwest corner SIXTH and CHESTNUT Streets, THE PENNSYLVANIA CENTRAL RAILROAD, 250 MILES DOUBLE TRACK. The state of the s

THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.

THREE THROUGH PASSENGER TRAINS
BETWEEN PHILADELPHIA AND PITTSBURG.
CONNECTING direct at Philadelphia with Through Trains 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 contents. Express and Fast Lines run through to Pittsburg, without change of Cars or Conductors. All Through Passenger Trains provided with Loughridge's Patent Brake—speed under perfect control of the engineer, thus adding much to the safety of travellers.

Smoking Cars are attached to each Train; Wood-

ruff's Siceping Cars to Express and Fast Trains. The EXPRESS BUNS DAILY: Mail and Fast Lines Sundays excepted.

Mail Train leaves Philadelphia at 7.88 A. M. Express train leaves " 10.15 P. M WAY TRAINS LEAVE AS FOLLOWS 

Trains.

Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7.30 A. M. and 2.30 P. M., go directly 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 Railroad offices in the West; also on board any of the regular line of Steamers on the Mississippi or Ohio ivers. Fare always as low, and time as quick, as by any other route.

For further information apply at the Passenger Station, Southeast corner of Eleventh and Market atreets.
The completion of the Western connections of the Pennsylvania Railroad to Chicago, make this the DIRECT LINE BETWEEN THE EAST AND THE CEPRAT WEST.

DIRECT 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 to-gether with the saving of time, are advantages readily appreciated by Shippers of Freight, and the Travelling 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 Eastroad Companies.

For Be particular to mark packages "via Pennsylvania Railroad." Contracts on Shipping Directions and Pennsylvania Railroad." nia Bailroad." For Freight Contracts or Shipping Directions, apply to, or address either of the following Agents of the Com-

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

D. A. Stewart, Pittsburg.:

H. S. Pierce & Co., Zanesville, O.; J. J. Johnson, Ripley, O.; R. McNeely, Maysville, Ky.; Ormsby & Cropper, Portsmonth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Clancinnati, O.; Athern & Hibbert, Cincinnati, G.; 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.

S. B. KINGSTON, Jr., Philadelphia.

MAGRAW & KOONS, 80 North street, Baltimore.

LÉECH & 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, Altoona, Pa. ja3-1y

From the Western R. R. Gazette, Chicago, Ill.
We heartily endorse Mr. Spalding, and his unrivalle
Cophalic Pills. From the Kanawha Valley Star, Kanawha, Va. We are sure that persons suffering with the headache, who try them, will stick to them. From the Southern Path Finder, New Orleans, La.

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

NORTH PENNSYL-TOR BETHLEHEM, DOYLESTOWN, MAUOH CHUNK, HAZLETON, EASTON, ECKLEY, WILKESBARRE, &c.

THREE THROUGH TRAINS.
On and after MONDAY, MAY 13, 1860, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, daily, (Sundays excepted.) as follows:
At 6.40 A. M. (Express,) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Wilkesbarre, &c.
At 2.45 P. M., (Express,) for Bethlehem, Easton, &c.
This train reaches Easton at 6 P. M., and makes a close connection with the New Jersey Central for New York. The immense demand for the article (Cephalic Pills From the Gazette, Davenport, Iowa. Mr. Spalding would not connect his name with an ar-icle he did not know to possess real merit.

At 5.15 P. M., for Bethlehem, Allentown, Mauch Chunk, &c.
At 9 A. M. and 4 P. M., for Doylestown.
At 10.30 A. M. and 6.45 P. M., for Fort Washington.
The 6.40 A. M. Express Train makes close connection
with the Lehigh Valley Railroad at Bethlehem, being
the shortest and most desirable route to Wilkesbarre,
and to all points in the Lehigh coal region.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 5.40 A. M., 9.18 A. M., and 5.33
P. W.

. 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

ON SUNDAYS—Prinageigns for Bernelsin A. M.

Philadelphis for Doylestown at 3 P. M.

Doylestown for Philadelphia at 6.40 A. M.

Bethlehem for Philadelphia at 5 P. M.

Fare to Bethlehem...\$1.50 | Fare to Mauch Chunk.\$2.60

Fare to Easton......, 1,50 | Fare to Mulkesbarre... 4.50

Through Tickets must be procured at the Ticket

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

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

my1

ELLIS CLARK, Agent. WEST CHESTER
AND PHILADELPHIA RAIL-BOAD. 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 minutos after the starting time from Eighteenth and Market streets.

ON SUNDAYS.

Leave PHILADELPHIA at 8 A. M. and 2 P. M. Trains leaving Philadelphia at 8 A. M. and 4.30 P. M. connect at Peanelton with Trains on the Philadelphia and Baltimore Central Railroad for Concord, Konnett, Oxford, &c.

general Superintendent.

OC., (Office 227 South Fourth street.)

PHILADELPHIA

AND READING RAILBOAD

OO., (Office 227 South Fourth street.)

FRILADELPHIA, 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.

Beason school-tickets may also be had at 38 per cent. discount. discount.

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

S. BRADFORD,
ap20-if Treasurer.

WEST CHESTER

BAILBOAD TRAINS VIA PENNBYLVANIA RAILROAD, leave depot, corner ELEVENTH and MARKET Streets, at 8.16 A. M., 12 noon,

30 F. M., and 4 P. M.

On Sunday leave Divided to A See C.

On Sunday leave Politable to A See C.

BEST QUALITY ROOFING SLATE
always on hand and for sale at Union Wharf, 1484 200 F. M., and 4 P. M.

200 F. M., and 4 P. M.

always on hand and for sale at Union Wharf, 1486

On Sunday, leave Philadelphia at 7.30 A. M., and

West Chester at 4 P. M.

1730-12

1730-12

1730-13

1730-13

1730-13

SALES BY AUCTION. FURNESS, BRINLEY, & CO., 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.
Sumples and catalogues early on morning of sale, FRENCH CLOTHS AND BEAVERS-ALL WOOL. On Tuesday Morning, 30 pieces 6-4 French cloths. Also, 4 cartons Manchester ginghams. 2 cartons 9-8 London prints

Also, an invoice of honnet ribbons. 11-4 to 15-4 Marseilles quilts. 2,060 dozen 5-8 and 5-4 linen cambric handkerchiefs. SALE OF FRENCH GOODS.

On Friday Morning,
October 4, at 10 o'clock, by catalogue—
600 lots of fancy and staple French dry goods, comprising a desirable assortment.

op. M.
rristown, 7, 8, 9, 11 A. M., 1%, 4%, and 6

N. F. PANCOAST, AUCTIONEER
ON SUNDAYS.

ON SUNDAYS. LARGE SALE OF RICHLY-FRAMED OIL PAINT-

INGS, MIRRORS, &c.

INGS, MIRRORS, &c.

On Monday Morning,

September 30, at 10 o'clock, consisting of marine and coast views, landscapes, fancy sketches, figure-pieces, interiors, exteriors, &c., all richly framed, in carved and gilt frames. Also, French-plate mantel, pier, and oval SALE OF AMERICAN AND IMPORTED DRY GOODS, EMBROIDERIES MILLINERY GOODS,

NOTIONS, &c., by catalogue.
On Wednesday Morning.
October 2, commencing at 10 o'clock precisely. THILIP FORD & CO., AUCTION-EERS, Nos. 626 MARKET and 522 COMMERCE SPECIAL SALE OF BOOTS, SHOES, BROGANS,

AND GUM SHOES,

On Monday Morning,

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, kin, and grain boots, brogans, gaiters, and Oxford tiest women's, misses', and children's culf, kin, gost, and moroceoboots, 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. CABINET FURNITURE. CABINET FURNITURE AND BIL-

MOORE & CAMPION. No. 261 South SECOND Street, nuection with their extensive Cabinet Business as now manufacturing a superior article of BILLIARD TABLES, 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,
any 5.678

MEDICINAL.

au25-6m

ELIXIR PROPYLAMINE, RHEUMATISM.

During the past year we have introduced to the notice of the medical profession of this country the Pure Crystalized Chloride of Propulamine, as a REMEDY FOR RHEUMATISM; 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 obstinate disease, we are induced to present it to the public in a form READY FOR IMMEDIATE USE, which we hope will commend itself to those who are suffering with this afflicting complaint, and to the medical practitioner

emedy.

ELIXIR PROPYLAMINE, in the form above spoken the

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

It is carefully 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 & OBENSHAW,
Druggists and Manufacturing Chemists,
Philadelphia.

MRS. JAMES BETTS' CELEBRAonly Supporters under eminent 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 teatimonials. oc16-tuthetides.

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

Dealers and Manufacturers supplied at wholesale

SHIPPING. WEEKLY COMMUNICATION BY STEAM BETWEEN NEW YORK AND LIVERPOOL, calling at QUEENS-TOWN, (Ireland,) to land and embark passengers and despatches. WEEKLY COMMUNICAneaparenes.
The Liverpool, New York, and Philadelphia Steamship Company's splendid Clyde-built iron screw steamships are intended to sail as follows:
FROM NEW YORK FOR LIVERPOOL. CITY OF MANCHESTER. Saturday, Sept. 21.
KANGAROO Saturday, Sept. 28.
CITY OF NEW YORK Saturday, Oct. 5.
EDINBURGH Saturday, Oct. 12.

JOHN G. DALE, Agent,
111 Walnut street, Philadelphia,
In Liverpool, to WM. INMAN,
Tower Buildings.
In Glasgow, to WM. INMAN,
13 Dixon street. THE BRITISH AND NORTH
AMERICAN BOYAL MAIL STEAM-

FROM NEW YORK TO LIVEBPOOL. 

PERSIA, Capt. Judkins.
ARABIA, Capt. J. Stone.
ASIA, Capt. E. G. Lott.
AUSTRALASIAN,
A ASIA, Capt. E. G. Lott.

AUSTRALASIAN,

Capt. Cook. EUROPA, Capt. Moodie.

SCOTIA, (now building.)

These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.

CANADA, Moodie, leaves Boston, Wednesday, Sept. 4.

ASIA, Lott,

"N. York, Wednesday, Sept. 11.

ARABIA, Stone,

AFRICA, Shannon,

EUROPA, Anderson,

PERSIA, Judkins,

"N. York, Wednesday, Oct. 2.

PERSIA, Judkins,

"N. York, Wednesday, Oct. 2.

Boston, Wednesday, Oct. 2.

Boston, Wednesday, Oct. 2.

Boston, Wednesday, Oct. 2.

N. York, Wednesday, Oct. 2.

N. York, Wednesday, Oct. 23.

Boston, Wednesday, Oct. 16. N. York, Wednesday, Oct. 23. ASIA, Lott, "Boston, Wednesday, Oct. 16.
ASIA, Lott, "N. York, Wednesday, Oct. 23.
Berths not secured until paid for.
An experienced Surgeon on board.
The owners 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 E. CHNARD. nage, apply to mh4-tf

4 BOWLING GREEN, New York. RAILROAD LINES.

1861. ARRANGEMENT OF NEW YORK LINES.
THE CANDEN AND AMBOY AND PHILADELPHIA 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: Can receive at the hands of a liberal and enlightened Accommodation). 2 25
At 9½ A. M., via Kensington and Jersey City, Morning Mail ing Mail. 2 00
At 12% P. M., via Camden and Amboy, Accommodation dation 2 25
At 2 P. M., via Camden and Amboy, C. and A. Ex-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

. 2 25 

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

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

For Palmyra, Biverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12%, 1, 2%, 4%, and 5 P. M.

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 Baggage, only, allowed each Passengers. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

and will not be nested contract.

wm. H. GATZMER. Agent. EXPRESS COMPANIES.

THE ADAMS EXPRESS
COMPANY, Office 220 CHESTNUT
Street, forwards Parcels, Packages, Merchandise, Bank
Notes, and Specie, either by its own lines of in connection
with other Express Companies, to all the principal Towns
and Cities of the United States

F. S. SANDWORD. E. S. SANDFORD, Genera !Superintendent

je15 COTTON SAIL DUCK and CAN-VAB, of all numbers and brands.

Baven's Duck Awning Twills, of all descriptions, for Tents, Awnings, Trunks, and Wagon Covers.

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

JOHN W. EVERMAN & CO.,
my4-tf 108 JONES Alley.

SALES BY AUCTION. M. THOMAS & SONS,

No. 139 and 141 South FOURTH Stort.

(Formerly Nos. 67 and 69.)

PUBLIC SALES REAL ESTATE AND STOCKS.

AT THE EXCHANGE EVERY TUESDAY, at 12 REAL ESTATE AT PRIVATE SALE.

RF We have a large amount of real estate at private sale, including every description of city and country property. Printed lists may be had at the Auction Store.

Sale No. 1103 Girard Street.
SUPERIOR FURNITURE. ROSEWOOD PIANG-FORTE, MIRRORS, TAPESTRY CARPETS, &c.
On Monday Morning,
September 30, at 10 o'clock, by catalogue, at No. 1103 Girard street, the superior furniture, rosewood pisnoforte, by Chickering, line French-plate mirrors, fine tapestry carnets. &c. pestry carpets, &c.

By May be examined at 8 o'clock on the morning of

Sale No. 418 Walnut Street, HOUSEHOLD FURNITURE, MIRRORS, BRUSSELS CARPETS, &c. CARPETS, &c.
On Tuesday Morning,
October 1, at 10 o'clock, at No. 418 Walnut street, the
entire household and kitchen furniture, French-plate
mirrors, high-case clock, fine hair mattresses, fine feather
beds, Brusels carpets, &c.

\*\*\* May be examined at 8 o'clock on the morning of
the sale, with catalogues

the sale, with catalogues

Sale at Nos. 139 and 141 South Fourth Street.

SUPERIOR FURNITURE, FRENCH-PLATE MIRRORS, PIANO-FORTES, BEDS AND BEDDING,
CHINA AND GLASSWARE, BRUSSELS AND
OTHER CARPETS, &c.

On Thursday Morning.

At 9 o'clock, at the Auction Store, an assortment of
excellent second-hand parior, dining-room, and chamberfurniture, elegant piano-a ries, fine mirrors, fine china
and glassware, beds and bedding, a large assortment of
fine Brussels and other carpets, &c., from familes declining housekeeping, removed to the store for convenience of sale.

Also, a machinists' foot-lathe, with counter shaft for
steam power, in complete order, and cost \$125.

Also, 10 gallons brandy, whisky, and gin.

Sale No. 311 North Necount Street—Estate of John F.

Also, 10 gailous brainly, whisky, and gib.

Sale No. 311 North Second Street—Estate of John F.

Eppelsheimer, a Lunatic.

STOCK OF LEATHER, &c.

On Monday Morning,

October 7, at 10 o'clock, at Ne, 311 North Third street,
by order of the Committee on the Estate, the entire stock,
comprising wax upper leather, rough shaughter, shaughter
tip sking, city tauned call skins. French call skins, best
red sole and heulock. &c. Also, a lot of findings. Also,
the office furniture, fire-proof chest, &c. Sale peremptory. Terms, cash. tory. Terms, cash.

Full particulars in entalogues three days previous

M. FITZPATRICK & BROS.,

604 CHESTNUT Street, above Sixth. SALES 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.

DRIVATE 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.

\*\*E\*\* Liberal cash advances made on consignments.
Out-door sales promptly attended to

MOSES NATHANS, AUCTIONEER AND COMMISSION MEBCHANT. Southeast corner of SIXTH and RACE Streets. AT PRIVATE SALE,
AT PRICES TO SUIT THE TIMES.
The following articles will be sold for less than half the

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

Fine gold hunting-case, donble-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; horizontal 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 chains; diamond finger-rings and breast-pins; sets of fine gold lewelry; gold breast-pins, ear-rings, finger-rings, brace-lets, pencil-cases, pens, and lewelry of overy description; guns, pistols, musical instruments, piano-fortes, and articles generally.

MONEY TO LOAN.

MONEY TO LOAN.

Money advanced liberalty, for any length of time agreed upon, on gold and silver plate, diamonds, watches, jewelry, fowling-pieces, musical instruments, dry goods, clothing, groceries, hardware, cutlery, furniture, bedding, fancy articles, and on all articles of value. CONSIGNMENTS AND OUT-DOOR SALES BOLL—CITED.

Liberal cash advances made on all articles consign: 4 for sale. Personal attention given to all out-door sales.

MACHINERY AND IRON. PENN STEAM ENGINE
AND BOILER WORKS.—NEAFIRA
LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLAOKSMITHS, and FOUNDERS, Baying, for many years

and hear average and hear average are averaged. been in successful operation, and been exclusively engaged in building and repairing Marine and River Ingines, high and low pressure, Iron Boats, Water Tanks, Propellers, &c., &c., respectfully offer their services to the public, as being fully prepared to contract for gines of all sizes, Marine, River, and Stationary, having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of Pattern making made at the shortest notice. High and Low Pressure, Flue, Tubular, and Cylinder Bollors, of the best Pennsylvania charcoal iron. Forgings, of all sizes and kinds; Iron and Brass Castings, of all sizes and kinds; Iron and Brass Castings, of all descriptions, Soll Turning, Screw Gutting, and all otherwork connected with the above business.

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

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy or light weights. been in successful operation, and been exclusi

raising heavy or light weights.

JACOB C. NEAFIE,

JOHN P. LEVY,

jel4-tf BEACH and PALMER Streetz. SOUTHWARK FOUNDRY,

FIFTH AND WASHINGTON STREETS,

PHILADELPHIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

Manufacture High and Low Pressure Steam Engines,

for land, river, and marine service.

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

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

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

Every description of Plantation Machinery, such Sole Agents for N. Billieux's Patent Sugar Bolling Apparatus; Nesmyth's Patent Steam Hammer, and Aspparatus; Resultus 1 actus and Sugar Draining inwall & Wolsey's Patent Centrifugal Sugar Draining au5-ff DOINT PLEASANT FOUNDRY

No. 951 BEACH Street, Kensington, Philada.—WILLIAM H. TIERS informs his friends that, having purchased the entire stock of Patterns at the above Foundry, he is now prepared to receive orders for Rolling, Grist, and Saw-Mill Castings, Soap, Chemical, and House Work, Gearing. Castings made from Reverberatory or Cupols Furnaces, in dry or green sand, or loam.

my9-tf NOTICE—Bondholders of the Pitts-

NOTICE—Bondholders of the Pittsburg, Fort Wayne, and Chicago Railroad Company.—Holders of bonds of the Ohio and Pennsylvania
Railroad Company, of the Ohio and Indiana Railroad
Company, of the Fort Wayne and Chicago Railroad
Company, of the various classes, and of the Pittsburg,
Fort Wayne, and Chicago Railroad Company, who have
subscribed the agreement of reorganization, are required,
without delay, to deposit their bonds with John Ferguson, Trustee, 35 Pine street, New York city, in conformity to said agreement.
Holders of any of the above bonds who have not subscribed the said agreement are notified to do so without
further delay.
The sale of the said Railroad will take place on the 24th
of October, 1861, and all persons omitting to subscribe the agreement for reorganization, or omitting to deposit their bonds in season for the use of the purchasing agents at the sale, will be liable to be excluded from participating in the purchase.

The purites holding these bonds in Philadelphia or vicinity can deposit them with J. Edgar Thomson, at the office of the Pennsylvania Railroad Company.

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

Chairman of Purchasing Committee.

JOHN D. FERGUSON, Secretary. self-12t

THE WEEKLY PRESS.

THE WEEKLY PRESS Has been established on a secure and permanent foundstion; but it is, in reality, a marvellous example of the degree of favor which a rightly-conducted LITERARY, POLITICAL, AND NEWS JOURNAL

Public. Our most grateful thanks are tendered for the patronage already bestowed upon us, and we shall spare no efforts which may serve to render the paper even more attractive, useful, and popular in the future. Will be POETRY, SKETCHES, BIOGRAPHY, and Ori 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 taste f both sexes and all ages. THE LITERARY CHARACTER Of THE WEEKLY PRESS, now universally acknowedged to be of an elevated stamp, shall not only maintain its present High Standing, but shall be enhanced by important and valuable contributions from able Writers. Deeming Purity of Morals the great safeguard of private happiness and public prosperity, we shall carefully exlude from our columns everything which may reasonably be objected to on the score of improper tendency. The

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 nember of his Household.

Of THE WEEKLY PRESS need not be enlarged upon here. Independent, steady, and fearless, it has battled unwaveringly and zealously in defence of THE BIGHTS OF THE PEOPLE against Executive Usurpation, and Unfair and Tyrannical Legislation; ever declaring and adhering to the dectrine that POPULAR SOVEREIGNTE constitutes the fundamental basis of our free institutions, and that the intelligence and patriotism of our Citizens will always be preservative? a wise, just, and salutary Government. These are the principles to which THE WEEKLY PRESS has been committed, and to these it

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