THE CITY.

For Additional Local Matter see inside. Among the Bush Hill Iron Men. Messrs. Matthews & Moore, proprietors of the Bush Hill Iron Works, are now engaged in casting ordnance for the Government. We are not allowed to publish the particulars of their operations, but On Tuesday an immerse Dahlgren gun, weigh-

append some facts of general interest, that can furnish neither aid nor comfort to Secessia. On Tuesday an immerso Dahlgren gan, weighing in the lough at least 10,000 pounds, was successfully east at this foundry. It is to be sent to Washington, at some future day. The firm is easting a large number of gans of this pattern. They are of cast-iren, and vary in weight from three to eight tons. The moulding is accomplished with considerable rapidity and facility, the time occupied from the commencement until the gan is ready to be taken to the lathe being about two weeks. The finishing up requires about an equal weeks. The finishing up requires about an equal length of time. It is said that in moulding these cannot he mean cannot be brought to a proper molten condition in the ordinary cupola furnace, but requires an air furnace. A steam engine of several hundred horse power is now being erected within the works, to drive one of these blast fur-

naces. Six or eight of the cast-iron guns can be In addition, the firm have a contract from the Government for a large number of wrought-iron field-pieces, which have already been commenced. The turbine wheels and shatting for the new waterworks at Fairn ount have been east at this establishment. The wheels three in number, are finished. ment. The wheels, three in number, are finished.
They are about ten feet in diameter. The three shafts, weighing eight tons each, are nearly completed. The establishment possesses unusual facilities for the property of the complete of the property of the complete of the pieted. The establishment possesses unusual facili-ties for turning out heavy work of almost every de-scription, as, until the breaking out of the war, its legitimate business (the manufacture of rolling-mill machinery) necessitated the employment of quite a number of heavy turning lathes.

Besides this, however, the firm have been, and ora still engaged mean work for Cuba, such as suare still. engaged upon work for Cuba, such as su-gar-pan, boilers, etc., and also general machinery. They are now making rolling-machines, which

may be employed in turning out iron plates for our new war vessels.

Two hundred men are employed in the works, and the number is being increased. The men will have plenty of employment all winter.

Messrs. Baldwin & Co. are now quite busy, and will continue so through the winter, although the effect of the war has been to depress their branch of business to some extent. They now furnish employment to about 350 men and expect to greatly of business to some extent. They now furnish employment to about 550 men, and expect to greatly increase the number. On an average they manufacture eighty-five locomotives per year. At present they are engaged upon engines for roads in the island of Cuba, and slos for the Pennsylvania, and Philadelphia. Wilmington, and Baltimore roads. Within the lust three weeks they have received orders to the amount of \$100.000. There are now nineteen engines in the workshop, and the majority nineteen engines in the workshop, and the majority of them are pretty well advanced toward com-

Nearly all of their engines are coal-burners. It is difficult to estimate precisely the amount of saving thereby effected. It is generally conceded that one ton of coal is equal to two cords of wood. On some roads in the western part of Pennsylvania the expense of fuel is quite trifling, as the compa-nics purchase a mine right, and get out their own The Giffard injector, which is being attached to many of their engines, is a valuable improvement. It is about to be introduced on the Pennsylvania Central road, and, in fact, on locomotives and engines generally. Its purpose is to furnish to the boiler a constant and sufficient supply of water, and in the coldest weather it has been found to work processfully. Then, the purpose have to great the supply of water, and in the coldest weather it has been found to work the processfully. in the coldest weather it has been found to work successfully, when the pumps heretofore used would freeze. The injector is being manufactured in the establishment of Messrs. Baldwin & Co.

Outwardly, the machine-shop of Messrs. Wm. Sellers & Co. has considerable claims to architectural beauty. Within, all is order and neatness. The firm now employs 175 men, and has also suffered, to some extent, from the effect of the war. Latterly, however, its business, which embraces the manufacture of machinists' tools, etc., has been reviving.

The firm are engaged in boring and turning out a lot of cannon for the Phonixville Iron Works. The riding process is not performed in this city, but at Phænixville. All the machinery requisite in the boring of cannon is also manufactured here. The firm anticipare a brisk winter, as far as business is concerned; and in fact wherever we went the same impression seemed prevalent. The Giffard injector is also being made at these works. also being made at these works. last week or two Messrs. H. C. Oram & Co., iron founders, have been casting several iron store fronts for Cuba. Until the breaking out of the present national troubles, they had exten-sive business connections with the South. Their force of workmen is not as large at present as it was this time last year. Their business consists principally in casting building fronts, columns, girders, &c. They have not been engaged upon Messrs. Norris & Son, locomotive builders, have suffered some depression, but there are probabili-ties that it must, ere long, revive. They are now engaged in building two locomotives for Pittsburg.

Messrs. Bement & Dougherty, proprietors of the Industrial Works, now employ as large a number of hands as they have done at any previous period.

This is one of the principal firms in the city engaged in the manufacture of machine tools, and possesses unusual facilities for turning out machinery to strengthen the hands of the Government. MANUFACTURE OF SHOT AND SHELL FOR THE GOVERNMENT.—One of the largest works of the kind in the country for the manufacture of shot and shell is that of North, Chase, and North, situated at the southern terminus of the Second and Third-streets Railway. The number of work-men at present engaged averages one hundred and fifty per week. A large quantity of grape and canister shot, spherical case, shrapnel and colum-biad shells have been made on orders from the Go-rernment. The number of ball and shell at pre-

ent manufactured per day is about fourteen hun The firm have been lately making all sizes of shell, and are now chiefly employed on the smaller scale, from six-pounders upwards, designed to be used for active field service. Heretofore, the used for active field service. Heretofore, the general demand has been for forty-two pounders and those of a larger weight. The shrapnel shell, which appears to be particularly called for at present, is filled for use with a quantity of musketballs, which, when the shell explodes, are projected about 150 yards further. It may be fired from a mortar or hewitzer, and has been found most effective. tive. A six-pounder spherical case contains twen-ty-seven musker-balls, which, when the shell explodes, do as much injury as an equal number of muskets, at a distance far beyond the reach of The process of moulding, drilling the shells, etc., requires considerable caution and attention. They must be of an exact size and thickness; and, on inspection, should any discrepancy in these two important points be found to exist, the shell or ball, A flaw in the iron, or the fact of its being punctured to the extent of two-tenths of an inch, is also a sufficient cause for rejection; consequently, much care is necessary in the formation of this kind of material. The weight of a nine-inch shell (Government standard) is 69% pounds.

In the storehouse connected with the works there were on Friday large quantities of 24 and 32 pounders, eight-inch columbiads, 32 and 42 pounders, spherical-case shell making altogether a total of spherical-case shell making altogether a total of 7,000. These have passed inspection by the Government officials, who visit the establishment three times weekly for the purpose. In order to secertain whether the size is exact, two circular gauges are used, one of which barely allows the passage of the shell, while the other scarcely holds it. The fuse, likewise, must be of exact length and breadth, which is effected by drilling.

In an adjoining apartment, known as the finishing shop, 170 tons of 32 and 42-pounder shells are finished and awaiting inspection by the agents of the Government. The material now ready for shipment, it is expected, will be sent directly to Washington. The custom has been to ship for Brides-

ment, it is expected, will be sent directly to Washington. The custom has been to ship for Bridesburg, Pa., where large quantities have already been stored in the United States Arsenal at that place, to be sent to the seat of war when needed. In the process of moulding, iron patterns or flasks are used, which have been made expressly for the purpose. These are manufactured by the firm, and are of various sizes, the largest being intended for ten-inch columbinds. ten inch columbiads.

At the iron works of Messrs. Savery & Co., corner of Front and Reed streets, a small force of workmen are engaged in making canister shot, calls, and shell for the navy. The firm have received no orders directly from the Government, though engaged to furnish Messrs. Poultney & Tennant, of Baltimore, Government contractors, with about three hundred camp-pots, of a capacity to hold six gallons, an article of increasing use in the army. A similar order from Mr. Isauc Baxter, the army. A similar order from Mr. Isaue Baxter, of this city, is about being filled.

At the commencement of our nation's troubles this firm was engaged in doing a very extensive business among the Cotton States, at least twothirds of their trade being carried on in that por-tion of country, and probably not another firm in this city, according to the amount of business done, has been so directly affected. Nevertheless, their dently expecting orders from the Government, by which to justify the employment of a largo number of their former hands, who have now nothing to do. When in full blast, some one hundred and sixty men are occupied in the works. The order for shell to be supplied to the Navy Department amounts to 1,000 of 9-inch. In the second and third stories of these works a large stock of coffee roasters, wagon and cart boxes, boiler pots, &c., designed for the Southern trade, have been stored away to await the revival of trade and business.

away, to await the revival of trade and business. DLEBITS.—Having been informed that swords and bridlebits were being manufactured at the Keystone Works, for the use of our cavalry, we last week visited the establishment, for the purpose of ascertaining the method of turning out such descriptions of work.

The Keystone Works are situated on Laurel street, below Front, in the Sixteenth ward. They were commenced in the year 1848, and each year has witnessed some addition to their proportions. They now embrace six large buildings and several smaller ones (including four factories, 70 by 80 feet), all of which are four stories high. The steam engines of the establishment furnish an argument engines of the establishment furnish an aggregate engines of the estaoissment turnsh an aggregate of one hundred and twenty-five horse power.

Mr. Henry Disston commenced business as an apprentice in 1830, and after serving for ten years in that capacity, started for himself on a not very extensive scale. From 1840 until 1848, when his present works were commenced, his business—the manufacture of all kinds of saws—continued rapidly to increase. Mr. Disston is said to have been the first manufacturer in this country who successfully competed with the foreign markets for hand,

THE PROCESS OF SWORD MAKING. In the day of the Revolution, they had a simple and expeditious way of making swords out of plough-shares. The modern mode of manufacture, while no less expeditious, is much more interesting. plough-shares. The modern mode of manufacture, while no less expeditious, is much more interesting.

The swords are of the best quality of steel, which is itself made in the establishment. The bars of steel are placed under dies, and "tripped out" by means of heavy trip-hammers. Their general configuration is secured at a single blow; but they yet require to be tempared, polished, fitted with handles, and fluished. In order to harden and temper them they are placed in a farnace, and submitted to a high degree of heat (the degree never being allowed to vary.) After this they are taken out and suddenly submerged in a hardening preparation, composed of melted beoswax, rosin, tallow, and several other ingredients which it is unnecessary for us to mention, as the process is somewhat of a business secret. Oil, water, and sulphuric Secto-tuths alot to see the results of the Treasury.

An and made at four different intervals as the contract.

Payments will be made at four different intervals as the work progresses, retaining one-fitth (1-9) of the whole amount for intert (90) days after the delivery of the whole amount for intert (90) days after the delivery of the work progresses, retaining one-fitth (1-9) of the work progresses.

The begin the fitted with the time the distinctly st

acid have also been used separately for hardening and with considerable success. The next operation is the grinding of the sword, which does not interfere in the least with its temper. The concluding in the least with its temper. The concluding chapter of this most interesting programme embraces the glazing and polishing. Before final disposition of the weapons they are tested for an assurance of their proper temperament. Occasionally a sword is produced fit to rival the famous blade of Damaseus, and many of them may be bent beyond a semi-circle without breaking. The most valuable and requisite qualities of steel for these purposes are tenacity and clasticity. ble and requisite qualities of steel for these purposes are tenacity and elasticity.

Mr. Disston has not been employed in the manufacture of swords for the Government, but only for private parties. He may, however, at some future dey devote more attention to this branch of his business. The machinery required in the making of side-arms is, of course, novel and expensive in character. All of it has not yet been placed in operation.

As in the case of the swords, the proprietor o the works has solicited no contracts for furnishing cavalry bridlebits. He has received a carte blanche order, however, for as many as he can manufacture. The bits are formed of the best cast steel, made on the premises. Two hundred hands are now employed upon them, and on an average turn out three hundred per day. It will be many months before the demand is fully supplied. The bits are stamped out in large dies. They are then finished and polished. Except in special cases they are not plated.

SPRINGFIELD RIFLE BARRELS. An order has just been received from parties who shall be nameless, for the making of a very large number of barrels for Springfield rifles. It is believed that the order will require three years for its completion. The first lot is to be delivered by the middle of next December.

They are to be bored, of the best quality of steel. New machinery will have to be procured for this purpose. When once fairly under way, five hundred can be finished per week.

Fifteen hundred sets of knapsack mountings are now being turned out a day. now being turned out a day.

IMPLEMENTS OF PEACE. In addition to the above recited, Mr. Disston con-In addition to the above recited, Mr. Disston continues to manufacture endless quantities and varieties of saws. The subject is one of so much interest, that we devote considerable space to it. The steel used is prepared for working, and passes through the hands of the cutters, markers, toothers, and filers, who, in turn, prepare the material for the hardening, tempering, and testing processes. It is next put in the hands of the straighteners, and afterwards the saws are ground and hammered; then again ground and polished. This being done, the saw is set and the teeth sharpened, the handles put on and finished ready for wrapping. The consumption of brass, wood, screws, &c., is very large, and requires a heavy capital to carry on the business. From the time the raw material is prepared until the saws are ready for a market, is prepared until the saws are ready for a market, passes through upwards of thirty different THE MACHINERY.

The machine employed to grind the circular saws is the only one in the world. It not only planishes the saw but properly balances it. Other-wise, it would wabble when in motion, and ultiwise, it would warble when in motion, and util-mately jar the whole building.

The tempering of the saws is accomplished by means of heated dies and immense pressures. Every saw must undergo a pressure of 250 tons before it leaves the works. THE GRINDSTONES

used are about six feet high, and when new weigh about one and a quarter tons. They are all imported from the vicinity of Sheffield, England. The material is termed Wickersly stone, and cannot be obtained in this country. material is termed wickersiy stone, and cannot be obtained in this country.

In busy times one of these stones will run a distance of one mile per minute. They would, of course, become greatly heated were it not for the fact that their temperature is kept low by a constant stream of cold water.

The process of dry grinding can no longer be resorted to. It was found that the dust arising from the stone from this cause would fill the lungs of the workmen, and by inducing consumption, asthma, etc., would cause death in the short period of a In busy seasons, a month and a half is sufficient to use up a grindstone; that is, from a diameter of six feet it has been reduced to a diameter of two! Stones of such small dimensions being useless in the establishment, are sold to the first customer, at one establishment, are sold to the first customer, at one and a half cents per pound. When of full proportions they cost about \$50 apiece.

The saws, tools, etc., of Mr. Disston are exported to all quarters of the globe. Their presence has penetrated to Prussia, Austria, and South America, and they even formed a part of the American expedition which sailed to Sebastopol some years ago, for the purpose of raising the ships sunk in that harbor during the Crimean war.

HAIR RESTORATIVE. THE ONLY PREPARATION

THAT HAS STOOD THE TEST OF YEARS, hundred men. At on- period, before the breaking out of the war, they furnished work to nearly a thousand hands. Like the rest, their business has suffered some depression, but there are probabilities that it hands a large of the series of t

DROPOSALS FOR REVENUE

PROPOSALS FOR REVENUE
VESSELS.—
TREASURY DEPARTMENT,
Washington, September 3, 1861.
The Department will receive proposate, accompanied
by modela, plana, and spacifications, mutil 12 o'clock
MONDAY, 30th September, 1861, for the complete construction and equipment of TWO STEAM SCREW
REVENUE VESSELS, of 750 tons cach, and of THREE
STEAM SCREW REVENUE 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 \$,000 bls. weight, two 32-pounder guns of 42 cwt., and one heavy navy 24-pounder howitzer on the top gallant forecastle. The complement for each vessel to be 120 persons, carrying provisions for sixty days, and 2,600 gallons of water in tanks; to be furnished with a condenser for distilling potable water. The vessels to be schooner rigged, with flying gaff top-The vessels to be schooner riggel, with flying gaff topsails, square sail, and yard to set flying.

The load druft of water of the vessels of 600 tons must not exceed 8½ feet, and they will be armed, each, with one rifled pivot-gun of 6,500 fbs. weight, two 32-pounders of 42 cwt., and one light navy 24-pounder howitzer on the top-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, awnings, hammocks, and aags, boats, anchors, and cables, tanks, casks, binnables, bells, furniture for cabins and mess rooms, cooking apparatus and utensils complete, steam machinery, spare 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 equipments and outfits of every kind, and in all respects ready to receive her officers, men, provisions, and armaments, and at once proceed to sea.

The larmaments, 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 material to be used; the manner and size of fastening; the detail of the various equipments and outfits included in the proposal.

the various equipments and outlits included in the proposal.

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

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

The bidders must state the least time from the signing the contract or acceptance of the proposal within which they will agree to complete the vessels ready for sea, and deliver them at any ports they may name. The total amount for which they will engage to do all that is required in the foregoing altertisoment, 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.

Parents will be made at four different intervals as

Proposals are invited for the furnishing of Army Dazgage Wagons.

Proposals should state the prices at which they can be
furnished at the place of manufacture, or at Naw York,
Philadelphia, Battimore, 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.

Six-mule (covered) wagons, of the size and description
as follows, to wit: Six-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; the wo and a half inches wide and two and three-quarter inches deep; cast fron pipe boxes twelve inches long, two and a half inches at the large end and one and seven-eighths inch at small ond; tire two and a half inches wide by twe-eighths of an inch thick, fastener with one screw half and nut in each fellie; hubs maste of stom; the speaker and icitiv of the neat wante oak, free from defects send wheel to have a send band and linchpin band two and three-quarter inches wide, of No. 8 band iron, and two driving bands—auteide band one and a quarter inch by one-quarter inch thick, inside band one inch by three-sixteenths in thickness; the bind wheels to be made and boxed so that they will measure from the hidde 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 centro to centre of the wheels. Axletrees to be made of the best quality refined American iron, two and a half inches square at the shoulder, tapering down to one and a half inch in the middle, with a seven-eighths inch king-bolt hole in each endiance in the wide, three-eighths of an inch thick, with a hole in each end; a wooden stock four and three-quarter inches wide and three wide long, five inches wide, and three and half inches in each end is wooden stock four 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 as follows, to wit:
The front wheels to be three feet ten inches high, hubs

PROPOSALS

Washington, June 21, 1861.) Bads are invited for the furnishing of Army Bag-

and two and a quarter inches wide by two and threequarter inches deep at 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 axletroe,
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, Instend on top of the hounds over the back end
of the tongue with one half-inch acrew 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 inches raw bolt through
each hound, a scornesighth inch bolt through tougue
and hounds in the centre of laws, to secure the tongue
in the iounda; 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 axietree, end 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 elider and hounds; a brace over front
bolster one and a half inch wide, one-quarter of an inch
hick, 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 wide,
by three inches does not fasten it to the hounds;
the opening between the; in the slong, two and
three quarter inches thick, and three inches wide, in
the opening between the jaws of the hounds in front,
and four coupling pole.

The c

quarter inches wide, and one and a quarter inch thick. Lead bars, stretchers, and singletross for six-mule toam; the two singletross for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach them to the

THE ONLY PREPARATION
THAT HAS STOOD THE TEST OF FEARS,
AND GROWS SOME AND MORE STOPHLAR STRET PAR,
and the begiven, from helies and gentlemen in all more
of society, whose united tections young could resist,
that Froi. Wood's Hart Restorative will restore the base
is all its youthal beauty.

Froo. Wood's Hart General, Mich., Dec. 21, 1858,
The Dec. Wood's Hart General, Mich., Dec. 21, 1858,
The Dec. Wood's Hart General, Mich., Dec. 21, 1858,
The Hart of the Berley of the properties of the prop

well troned, with a band of hoop-from around 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 quality cotton duck No.—, fifteen feet long and nine feet eight inches wide, made in the best mauner, 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 slose and secure the ends of the cover; a 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 paintes), 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. to it.

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

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 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 efficer or agent authorized to inspect it. When finished, painted, and accepted by an officer or agent of the Quartermaster's Department, and elevered as herein agreed, they shall be paid for.

M. C. MEIGS, je25-tf.

Quartermaster General U. S.

PROPOSALS FOR BEEF AND PROPOSALS FOR BEEF AND
PORK.

OFFICE OF NAVY AGENT,
112 South THIRD Street, Philadelphia.
Proposals will be received at this Office until SATUR-DAY NOON, October 5, for furnishing FIVE HUNDRED BARREIS OF DREK and FIVE HUNDRED BARREIS OF PORK, to be delivered at the Philadelphia Navy Yard, within thirty days from the date of the acceptance of the proposal for the scane. The Beef, Pork, and burrels to be of the best quality and description, invariably required for the use of the Navy, (except that the iron hoops be dispensed with,) and be subject to the usual inspection of the Navy Yard, and be paid for on presentation of the customary bills.

Every offer made must be accompanied (as directed in the 6th section of the act of Congress making appropriations for the naval service of 1846-47, approved 19th of August, 1846, by a written guarantee, signed by one or more respectable persons, to the effect that he or they undertake that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within ten days, with good and sufficient surefies, to furnish, the article proposed.

This engantee wast be recompanied by the certificate proposed.

This guarantee must be accompanied by the certificate of the United States Entried Andre, United States District Attorney, or Navy Agent, that the guaranters are able to make good their guarantee.

No proposals will be considered unless accompanied by

INSURANCE COMPANIES. PROPOSALS for ARMY BAGGAGE
WAGONS.

QUARTERMASTER GENERAL'S OFFIGE, & STATE OF PENNSYLVANIA—OFFIGE NOS. 4

BOTHEY GO RIGHT TO

STATE OF PENNSYLVANIA—OFFIGE NOS. 4

END STREET, Detween DOCK and THIRD Streets, Phila
Globbia

THE SPOT." INCORPORATED in 1794—CHARTER PERPETUAL

OAPITAL, \$200,000.

PROPERTIES OF THE COMPANY, FEBBUARY 1, 1861, \$507,094.61.

MARINE, FIRE, AND INLAND TRANSPORTATION INSURANCE. DIRECTORS. Henry D. Sherrerd, Charles Mucalester, William S. Smith, John B. Budd, William R. White, SECTORS.

Samuel Grant, Jr.,
Tobias Wagner,
Thomas B. Wattson,
Houry G. Freeman,
Charles S. Lewis,
George C. Carson, George H. Stuart, George C. Carson,
Edward C. Knight,
HENRY D. SHEBREED, Presiden WILLIAM HARPER, Secretary.

A NTHRACITE INSURANCE A COMPANY. — Authorized Capital \$400,000 — Unce No. 311 WALNUT Street, between Third and Fourth Streets, Philadolphia.
This Company will insure against loss or damage by Fire, on Buildings, Furniture, and Merchandise generally.

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

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TUAL INSURANCE COMPANY, OFFICE No. 305 WALNUT STREET, as against LOSS OR DAMAGE BY FIRE, on Houses, Stores, and other buildings, limited or perpetual, and on Furniture, Goods, Wares, and Mor-chandise, in town or country.

Ground rent, first-class.

Collateral loans, well secured.

City of Philadelphia 6 per cent loan.

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8817,142 04 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.

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Charles S. Wood,
James S. Woodward,
CLEM TINGLEY, Presides
B. M. HINGHMAN, Secretary. B. M. Hinghman, Secretary. February 16, 1861.

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

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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.

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MARINE INSURANCE. On Vessels, Cargo, To all Parts of the World. Freight,
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On Goods by Bivers, Camuls, Lakes, and Land Carriages,
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1,200 So shares Philadelphia Ice Boat and Grace Steam Towboat Company.. 800 00 250 2 shares Philadelphia Exchange

1,000 2 shares Continental Hotel Co.... 500 00 ___ 29,108 61

2904,907 5 DIRECTORS.
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ence 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 Buildings, either permanently or for a limited time. Also, on Furniture, stocks of Goods, or Merchandise generally, on liberal Their Capital, together with a large Surplus Fund, is evested in the most careful monner, which enables them to offer to the insured an undoubted security in the case DIRECTORS.

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MECHANIOS 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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Fire Insurance on Houses, and Merchandise generally, on favorable terms, either Limited or Perpetual.

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J. W. SCOTT, 814 CHRSTNUT 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 hand and made to order at shortestnotic 198-18

MEDICINAL. THE SPOT."

INSTANT RELIEF! STOP YOUR COUGH! PURIFY YOUR BREATH!

STRENGTHEN YOUR VOICE

SPALDING'S THROAT CONFECTIONS ARE

GOOD FOR CLERGYMEN. GOOD FOR LECTURERS. GOOD FOR PUBLIC SPEAKERS, GOOD FOR SINGERS. GOOD FOR CONSUMPTIVES.

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They relieve a Cough instantly. They clear the Throat. They give strength and volume to the Voice. They impart a delicious aroms to the Breath. They are delightful to the Taste. They are made of simple herbs, and sannot harm any one.

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

PRICE TWENTY-FIVE CENTS. My Signature is on each package. All others are counterfeit. A package will be sent by mail, prepaid, on receipt of Thirty Cents.

Address HENRY C. SPALDING,

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CEPHALIC PILLS CURE

SICK HEADACHE.

NERVOUS HEADACHE.

CURES ALL KINDS OF HEADACHE

By the use of these Pills the Periodical attacks of Nes-vous or Seck Headache may be prevented; and if take 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 at the commencement of an attack immediate relief from pain and sickness will be obtained. thus furnishing facilities for transportation of Passen-gers unsurpassed for speed and comfort by any other They seldom fail in removing the Nausea and Headroute.

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; Woodsways Shooping Cars are attached to each Train; mehe to which females are so subject. They act gently on the bowels, removeling Costiveness For Literary Men, Students, Delicate Females, and all persons of sedentary habits, they are valuable as a

Lazitive, improving the appetite, giving tone and viger city and strength of the whole system.

The CEPHALEC PILLS are the result of long investigation and carefully conducted experiments, having been in use many years, during which time they have prevented and relieved a vast amount of pain and suffering from Headache, whether originating in the across system or from a deranged state of the stomach. They are entirely vagetable in their composition, and may be taken at all times with perfect safety without making any change of diet. and the absence of any dis-

BEWARE OF COUNTERFEITS! The genuine have five signatures of Henry C. Spalding on each Box. Sold by Druggists and all other Dealers in Medicines. A Box will be sent by mail prepaid on receipt of the

agreeable staste renders it easy to administer

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

From the Examiner, Norfolk, Va. Cephalic Pills accomplish the object for which they were made, viz: Cure of headache in all its forms. From the Examiner, Norfolk, Va. They have been tested in more than a thousand cases, with entire success.

nia Railroad."

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

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If you are, or have been troubled with the headachs, send for a box, (Cephalic Pills,) so that you may have them in case of an attack. From the Advertiser, Providence, R. 1.

The Cephalic Pills are said to be a remarkably effective remedy for the leakache, and one of the very bost for that very frequent complaint which has ever been dis-From the Western R. R. Gazette, Chicago, Iti.
We heartly endorse Mr. Spalding, and his unrivalled
Cephalic Pills.

From the Kanawha Valley Star, Kanawha, Va. We are sure that persons suffering with the headachs, 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
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The immense demand for the article (Cephalic Pills) is rapidly increasing. From the Gasette, Davenport, Iowa.
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From the Commercial Cincinnati. Suffering humanity can now be relieved.

AG " A STITCH IN TIME BAYES NINE."

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

SPALDING'S PREPARED GLUE

meets all such emergencies, and no household can afford to do without it. It is always ready, and up to the sticking point.

"USEFUL IN EVERY HOUSE."

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

SPALDING'S PREPARED GLUE TO on the outside Wrapper; all others are swindling

before purchasing, and see that the full name,

As certain unprincipled persons are attempting to palm

ECONOMY!

At 9.A. M. and 4 P. M., for Doylestown.
At 10.30 A. M. and 6.45 P. M., for Fort Washington.
The 6.40 A. M. Express Train makes close connection
with the Lehigh Valley Railroad at Bethlehem, being
the shortest and most desirable route to Wilkesbarre,
and to all points in the Lehigh coal region.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 5.40 A. M., 9.18 A. M., and 5.33
P. M. . 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 Bathlehem at 8 A Single bottle of SPALDING'S PREPARED GLUE will save ten times their cost annually. SPALDING'S PREPARED GLUE!

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 Bailroads, twenty mi-SPALDING'S PREPARED GLUE! nutes after leaving Willow street.

ELLIS CLARK, Agent. W E ST CHESTER SPALDING'S PREPARED GLUE! VIA MEDIA.
LL ARRANGEMENT.
ONDAY, Sept. 2d, 1861. SAVE THE PIECES!

On and after MONDAY, Sept. 2d, 1861, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of EIGHTEINTH 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.

Leave PHILADELPHIA at 8 A. M. and 2 P. M.

Trains leaving Philadelphia at 8 A. M. and 4.30 P. M.
connect at Pannelton with Trains on the Philadelphia and Baltimore Central Bailroad for Concord, Kennett, Oxford, &c.

BENEY WOOD,
General Superintendent.

PHILADELPHIA
AND READING BAILBOAD
Oon (Office 227 South Fourth street.) CO., (Office 227 South Fourth street.)

FRILADELPHIA, April 27, 1881.

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.

Season school-tickets may also be had at 33 per cent. discount. discount.

These tickets will be sold by the Treasurer at No. 237

South FOURTH Street, where any further information
can be obtained.

B. BRADFORD,
Treasurer.

WEST CHESTER

SYLVANIA RAILROAD TRAINS via PENNBYLVANIA RAILROAD, leave depot, corner ELEVENTH and BIARKET Streets, at 8.16 A. M., 12 noon,
250 P. M., and 4 P. M.

On Sunday, leave Philadelphia at 7.80 A. M., and
West Chester at 4 P. M.

West Chester at 4 P. M.

On Sunday, leave Philadelphia at 7.80 A. M., and
West Chester at 4 P. M.

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WEST CHESTER

Cept by special contract.

WM. H. GATZMER, Agent.

Saven's Duck Awning Twills, of all descriptions, for

Tents, Awnings, Trunks, and Wagon Covers.

Also, Paper Hanulacturers' Drier Feltz, from 1 to 8

BEACH Street, Kensington.

T. THOMAS,

BOTHUM BEACH Street, Philadelphia

West Chester at 4 P. M.

West Chester at 4 P. M.

FALL AND WINPHILATELPHIA, GERMANTOWN, and NORRIS
ON and after Monday RAILROAD LINES. SALES BY AUCTION. No. 429 MARKET STERMT. BALE OF IMPORTED AND DOMESTIC DRY GOODS. TOWN BAIL ROAD.
On and after Monday, 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, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 104 ll ½ P. M.
Leave Germantown, 6, 7, 7¼, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10½ P. M.
UN SUNDAYS.
Leave Philadelphia, 9, 95 A. M., 2, 7, and 10½ P. M.
CHESTNUT HILL RAILRUAD.
CHESTNUT HILL RAILRUAD.
Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 4, 6, and 9
P. M.

P. M. FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia, 9 A. M., 3 P. M. Leave Norristown, 7 Q A. M., 5 P. M. FOR MANAYUNK.

bury, &c. AFTERNOON LINES.

ewisburg......178

Jersey Shore......223 Lock Haven......235

Muncy..... wuncy......197 Villiamsport.....209

May 20, 1861.

Leave New Depot, corner of BROAD and OALLOW-HILL Streets, PHILADELPHIA, (Passenger entrances

The 8 A. M. and 3.15 P. M. trains connect daily at Port

Clinton, (Sundays excepted,) with the CATAWISSA, WILLIAMSPORT, and ERIE RAILROAD, making

and CALLOWHILL Streets.
W. H. MOILHENNEY, Socretary.

Depot, corner THEREENTH AND CALLOWHILL.

THROUGH EXPRESS FREIGHT TRAIN.

THE PENNSYLVANIA CENTRAL

RAILROAD, 250 MILES DOUBLE TRACK.

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

Fast Line " " 11.20 A. M.
Express train leaves " 10.15 P. M.
WAY TRAINS LEAVE AS FOLLOWS:

WAY TRAINS LEAVE AS FOLLOWS:
Harrisburg Accommodation, via Columbia, 2.30 P. M.
Columbia 4.00 P. M.
Parkesburg at 5.40 P. M.
West Chester No. 1, at 8.15 A. M.
West Chester Passengers will take the West Chester
Nos. 1 and 2 Harrisburg accommodation and Columbia
Trains.

rains. Passengers for Sunbury, Williamsport, Elmira, Buf-alo, Niagura Falls, and intermediate points, leaving Philadelphia at 7.30 A. M. and 2.30 P. M., go directly

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.

Marchants and Shippers entrusting the transportation

Public.

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

THE BATES 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 Bailroad Companies.

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

NORTH PENNSYL-

FOR 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 excented.) as follows:

At the series of the series of

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

days excepted.
Mail Train leaves Philadelphia at 7.36 A. M.
Fast Line "11.20 A. M.

Northwest corner SIXTH and CHESTNUT & ap19-tf. Phil

Williamsport and Elmira

Leave Philadelphia, 5%, 9, 11 A. M., 1%, 4.05, 4%, 6.05, and 8.05 P. M.

Leave Norristown, 7, 8, 9, 11 A. M., 1%, 4%, and 8

ON SUNDAYS,
Leave Philadelphia, 9 A. M., 3 and 7 P. M.
Leave Manayunk, 7 g. A. M., 5 g. and 3 P. M.
H. K. SMITH, General Superintendent,
se20-ti Depot NINTH and GREEN Streets.

On Tuesday Morning,
October 1, at 10 o'clock, by catalogue, for cash—
400 packages and lots of fancy and staple dry goods.
Samples and catalogues early on morning of sale. FRENCH CLOTHS AND BEAVERS-ALL WOOL FRENCH CLOTHS AND BEAVERS—ALL WOOL
On Threshy Morning,
30 pieces 6-4 French cloths.

"French beavers.
Also, 4 cartons Manchester ginghams.
2 curtons 9.8 Landon spirits
Also, an invoice of bounct ribbons.
11-4 to 13-4 Marseilles quilts.
2,069 decen 5-5 and 3-4 linen cambric handkershiefs.
FRENCH MERINOS AND WOOL PLAIDS.
On Tuesday Morning,
60 pieces 6-4 bigh colored wool plaids.
CHENILLE AND REVERSIBLE SHAWLS,
SCARFS, &c. Leave Chestnut Hill, 7.10, 7.40, 9.40, 11.40 A. M., 1.40, 3.40, 5.40, and 7.40 P. M. .40, 5.40, and 7.40 P. M.
ON SUNDAYS.
Leave Philadelphia, 9.65 A. M., 2 and 7 P. M.
Leave Chestnut Hill, 7.50 A. M., 12.40, 5.40, and 9.10

SCARFS, &c.
300 12-4 rich illuminated chemilie shawls. 300 dezen double cheriffe scarfs. 160 dezen horbe karder . 100 Berlin wool reversible shawls.

BLACK SILK YELVET RIBBONS,
Warranted all Silk and Fast Edges,
-cartons Nos. 15/224 Lyons best black silk velves Leave Philadelphia, 6%, 9, 11 A. M., 1%, 8.05, 4%, 6.05, and 8.05 P. M.
Leave Manayunk, 7%, 8%, 9%, 11% A. M., 2, 5, and ittions.
Also, colored and white satins, gros de Naples, and 500 DOZEN PARIS COLORED, BLACK, AND WHITE KID GLOVES.

For Retail Trade, of superior quality.

BALE OF FRENCH GOODS.

PHILADELPHIA

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

MORNING LINES, DAILY, (Sundays excepted.)

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passonger entrances
on Thirteenth and on Callowhill streets,) at 8 A. M., connecting at Harrisburg with the PENNSYLVANIA
BAILROAD I P. M. train, running to Pitteburg, the
CUMBERLAND VALLEY I.65 P. M. train running to
Chambersburg, Carlisle, &c.; and the NORTHERN
CENTRAL BAILROAD I P. M. train running to Sunbury, &c. On Friday Morning,
October 4, at 10 o'clock, by catalogue—
600 lots of fancy and staple French dry goods, comprising a desirable assortment. N. F. PANCOAST, AUCTIONEER, LABGE SALE OF RICHLY-FRAMED OIL PAINT-1NGS, MIRRORS, &c.
This Morning,
September 30, at 10 o'clock, consisting of marine and coast views, landscapes, lancy sketches, figure-places, 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, HILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill sts.) for POTTSVILLE and HARRISBURG, at 3.15 P. M., DAILY, connect-NOTIONS, &c., by Catalogue.
On Wednesday Morning.
October 2, commencing at 10 o'clock precisely. THILIP FORD & CO., AUCTION-

and HARRISBURG, at 3.15 P. M., DALLY, connecting at Harrisburg with the Northern Central Railroad, for Sunbury, Williamsport, Elmira, &c.; for READ-ING only, at 5 P. M., DALLY, (Sundays excepted.)

DISTANCES VIA PHILADELPHIA AND READING
RAILROAD,

FROM PHILADELPHIA, Miles.

To Phonivella. EERS, Nos. 525 MARKET and 522 COMMERCE Streets.

SPECIAL SALE OF BOOTS. SHOES, BROGANS, AND GUM SHOES.

This e orning,
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, boye, and youthe' calf, kip, and grain boots, bregans, gaiters, and Oxford ties; women's, misses', and children's calf, kip, goat, and morocco-boots, lasting gaiters, and gum overshoes; embracing, also, invoices of freeh first-class goads, direct from city and Kastern manufacturers.

The carly attention of buyers is invited. Phoenixville 28 Reading 55 Philadelphia and Reading Lebanon 86 and Lebanon Valley R. R. Harrisburg 112 Phoebies 28 Sunbury and Erie R. R.

POSIVIVE SALE OF 1,000 CASES BOOTS, SHOES, POSTVIVE SALE OF 1,000 CASES HOOTS, SHOES, BROGANS, AND GUM OVERSHOES.

On Thurshay Morning,
October 3, at 10 o'clock precisely, will be sold, by catalogue, 1,000 cases men's, boys', and youthe' calf, kip, and grain boots; calf, and kip krogans, Congress gaiters, Oxford ties, guim shoes, &c.; women's, misses', and children's calf, kip, goat, norocco, and kid, heeled boots and shoes, gaiters, slippers, kuskins, &c. Also, a large and desirable assortment of first-class city-made goods. WILLIAMSPORT, and ERIE RAILROAD, making close connections with lines to Niagara Falls, Canada, the West and Southwest.

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ELMIRA ROUTE.—
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AFRICA, Shannon,
EUROPA, Anderson,
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NIAGARA, Moodie,
ASIA, Lott,
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and 10.50 P. M.
For Chester at 5.15 A. M., 11.35 A. M., 3.30 and 10.50 P. M.
For Wilmington at 8.15 A. M., 11.35 A. M., 3.30 and 10.50 P. M.
For New Castle at 8.15 A. M. and 3.30 P. M.
For Dover at 8.15 A. 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. nd 4.45 P. M.

Leave Wilmington at 7.30 and 11.33 A. M., 1.50 and ! Leave Salisbury at 5.25 A. M. Leave Milford at 7.45 A. M. Leave Doyer at 9 A. M. Leave Dover at 9 A. M.,
Leave New Castic at 7 and 11 A. M.
Leave Chester at 8.20 A. M., 12.15, 2.25, and 8.40 P. M.
Beave Baltimore for Salisbury and intermediate stations
at 4.45 A. M.
TRAINS FOR BALTIMORE:
Leave Chester at 8.45 A. M., 12.05 and 11.20 P. M.
Leave Wilmington at 9.25 A. M., 12.35 P. M., and 12
A. M.

Leave Wilmington at 9.25 A. M., 13.35 P. M., and 14 A. M.

FREIGHT TRAIN, with Passenger Car attached, will run as follows:

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

Leave Wilmington for Perryville and intermediate places at 7 P. M.

Leave Wilmington for Philadelphia and intermediate places at 6.45 P. M.

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This Morning,

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**May be examined at 8 o'clock on the morning of the sale.

the sale,

Sale No. 418 Walnut Street.

HOUSEHOLD FURNITURE, MIRRORS, BRUSSELS

(ARPETS, &c.
On Tuesday Morana,
Cender 1, at his black, at No. 418 Walnut street, it.
entere household and kitchen lumiture, French-plate mirrors, high-case clock, line hair mattresses, fine feather heds, Brussels carpets, &c.

May be examined at 8 o'clock on the morning of the sale, with catalogues LARGE SALE OF POPULAR AND INTERESTING BOCKS, LONDON AND AMERICAN EDITIONS, BIBLET, JUVENILE WORKS, CHEMICALS, CHEMICAL APPARATUS, &c.

Cotober I, at the Auction Store, a collection of papular and interesting books, London and American editions, Bibles, juveniles, &c.

Also, chemicals, chemical apparatus, &c.

Also, chemicals, chemical apparatus, &c.

Sale at Nos. 158 and 141 Nouth Fourth Stroat.

BUYERIOR FURNITURE, FRENCH-PLATE MERRORS, PIANO-FORTES, BEDS AND ERDDING,
CHINA AND CLASSWARE, BRUSSELS AND
OTHER CAPPETS, &c.

On Thursday Morning.

At 9 o'clock, at the Auction Store, an assortment of
excellent second-hand parlor, dining-room, and chamber
furniture; elegant plano-intes, fine mirrors, fine china
and glaswate, bels and bedding, a large assortment of
fine Brussels and other carpets, &c., from families declining housekeeping, removed to the store for convenience of sale. Also, a muchinists' foot-lathe, with counter shaft for team power, in complete order, and cost \$125.
Also, 10 gallons brandy, whisky, and gin.

Executors' Sale—No. 11:33 Callowhill Street.
SUPERIOR FURNITURE, MIRIGORS, TAPESTRY
CARPETS, &c.
Or Friday Morning,
October 4, at 10 o'clock, by catalogue, at No. 11:03 Callowhill street, by order of the executors, the superior furniture, the French-plate mantel mirror, tapestry carstr, &c. is tr, &c.

May be examined at 8 c'clock on the morning of Sale No. 311 North Second Street-Estate of John F

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At 7 o'clock, of books, stationery, and feary goods, watches, jewelry, clocks, silver-plated ware, cuttery, paintings, nusical instruments, &c.
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A. M.

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

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