PRINCE NAPOLEON AT BOSTON.

BRILLIANT ADDRESS OF EDWARD EVERETT.

THE FRIENDSHIP OF FRANCE AND AMERICA.

At a dinner given to Prince Napoleon, at Boston, last week, the following peculiarly-appropriate and eloquent address of welcome was delivered by our great national orator, Edward Everett:

ADDRESS OF MR. EVERETT.

May it please your Imperial Highness and gentlemen: In discharging the agreeable duty of the chair on this occasion, I feel that I shall conform not less to the dictates of propriety than to the well-understood wishes of our illustrious guest by dealing as little as possible in the ceremonious forms of public and official entertainments, and giving the plainest and most direct utterance to the cordial feelings with which we desire to welcome him. Regretting only that his visit is too short to enable us to offer him all the attentions, public and private, due to his rank and character, we are gratified that our industrial and educational institutions—our colleges, factories, libraries, and schools, public works, and historical localities—have been the subject of his acute observation and intelligent curiosity, competent and disposed as he is to appreciate whatever of merit or interest which they possess, and to make due allowance for anything in which they fall below the standard of older and richer States. Our illustrious guest will remember that, compared with the Empires and Kingdoms of Europe, we are, even in the first settled parts of the country, a people of yesterday; that while Louis XIV, in the Augustan age of the old *régime*, was shaking Europe with the terror of his arms, and France was adorned with celebrities in every department of science and literature, which have not yet and probably never will be eclipsed, the little Republics of New England, which he has seen so populous and flourishing, then numbering, all told, not above 80,000 souls, were waging a doubtful contest with the children of the forest.

But even at that early period—and in fact long before—the intimate relations of France and America had commenced. While the continent of North America, which our illustrious guest, in his recent tour, has seen covered with the works and monuments of a most rapidly advancing civilization, still lay in a state of nature, two of the leading powers of Europe struggled for its possession. Leaving South America and Mexico to Portugal and Spain, England, more disposed to maritime adventure, occupied the coast of North America; France penetrated the interior; nor do I know, sir, in the history of civilization a nobler sweep of exploration and colonial enterprise, than that which was made by the Government of France, from the mouth of the St. Lawrence to that of the Mississippi. You have recently retraced the northern and central portions of that magnificent line of posts, military, commercial, and missionary, and followed in imagination the gallant adventurers, who first ascended the St. Lawrence, and then, when they first launched their frail barks on the Illinois, first of civilized men followed its course to the Father of American waters, descended the mighty stream, and planted the banner of France at the mouth of the Mississippi. The names of Jacques Cartier, of Champlain, of Marquette, of La Salle, have received the tribute of your admiration, on the spots forever rendered famous by their achievements, their noble toils, and their heroic sacrifices, not made alone for military aggrandizement or commercial gain. A spirit of civilization, enlightened beyond the standard of the times, accompanied their progress through the wilderness. The *Relations des Jesuites* (of which the late republication at Quebec has, I dare say, attracted the attention of your I. H.) remains to this day the most instructive record of the early progress of discovery and settlement in these regions. There is nothing, as far as I am aware, in English colonial literature to be compared with them.

From these early, almost forgotten times, there never has been a period when the intercourse—I ought almost say, the sympathies of France, though I do not greatly like that word—were not closely interwoven with those of the United States, from the moment when the United States, even in anticipation, began to be. Need I remind you, sir, of the opening scenes of that great Seven Years' War? Two years before it was declared in Europe, it had its effective origin in the struggle between England and France for the possession of the interior of this continent, and the first blow was struck in the expedition sent by Virginia under her youthful Washington against Fort Duquesne. That Pittsburg which I believe, sir, you have lately visited, containing within its suburbs not less than 120,000 inhabitants, the seat of a vast manufacturing industry, and a steam navigation approaching 100,000 tons, occupies the spot, then covered by a little stockade fort, erected in 1754. That little fort was constructed by a skilful French military engineer, named Mercier. I do not know whether our honored guest, the French minister, is of his family, or whether engineering skill has descended with the name. I have not heard that his Excellency, since his residence in this country, has entrenched himself in his beautiful villa on Georgetown Heights, or any where but in the respect of the Government and the good will of the people of the United States. There he is strongly fortified. Well, sir, that little fort, as you well recollect, became next year the intended prize of the most formidable military expedition which, up to that time, had ever been set on foot in North America. Two veteran British regiments, under a commander of forty years' experience in the great wars of Europe, were met, a few miles from Fort Duquesne, *and it may be pertinent to observe, at the present day, when a good deal is said of military panics, were put to ignominious rout, by a detachment of 72 regular French troops, 146 Canadians, and 637 Indians!* From the then of this motley handful of enemies, which it would be absurd, in any country, *the second-appointed veteran troops of England—infantry, cavalry, artillery, marines—in the language of Washington, who had two horses killed under him, and four bullets through his garments, in the encounter, "ran like sheep before the dogs."*

This great war seemed for the time to have ended in the extinction of the power and influence of France on this continent, by the cession of Louisiana to Spain, and the surrender of Canada to England. But wait another turn of the wheel of empire, and in twelve years from the signature of the Treaty of Paris, we behold the American Revolution, then the Declaration of Independence, the French alliance, the war raging, not on our own coasts, her auxiliar armies landed on our shores, the lilies mingled with the dawning stars and stripes, Rochambeau and Washington, Lafayette and Lincoln, united at the fall of Yorktown, and a new commercial and naval Power called as it were from the depths of the Atlantic into the family of nations. It is usual to say that France was led to form the alliance of 1778, by way of retaliating upon England for the loss of Quebec. I dare say this motive had its influence with the Cabinet of Louis XVI; they were men and subject to human passions. But I appeal to you, sir, who have been accustomed, from the highest points of observation, to explore the policy of States, to tell me if the assertion that France had a much loftier, a much farther-reaching motive in promoting the independence of the United States. There are documents in the *Bureau des affaires Etrangeres* at Paris which show that the Count de Vergennes and his associates looked far beyond the indulgence of any spirit of temporary retaliation. They foresaw, in the infant American Union, the germ of a great commercial and naval Power in the West, which, when it should arrive at maturity, would furnish a needful counterpoise to the maritime preponderance of any one of the great European Governments. They foresaw that the United States, if their independence was established, *would, in all human probability, become, what Prince Gortschakoff, in his remarkable letter of the 9th of last July, calls it, "an element essential to the universal political equilibrium."* This, I take it, was the true secret of the alliance of 1778, as of the good will which has ever subsisted, and I doubt not ever will subsist, between France and the Federal Union.

This noble *entente cordiale*, founded on the broadest and firmest basis of State policy, was shaken for a few years by the storms of the French revolution, which so vehemently agitated the whole political world. The two friendly Governments, whose allied armies, less than twenty years before, were arrayed beneath a common banner, on common fields of victory, were now about to plunge into an unnatural war with each other. This was under the government of the Directory, whose reputation for wisdom does not, I presume, sir, stand very high in the traditions of your family. From this deplorable catastrophe the eighteenth Brumaire relieved us. That marvellous event, which brought France out of the chaos of the revolution, reopened her temples, tribunals, and schools, retrieved her dilapidated finances, and raised her prostrate industry from the dust, restored peace between the two countries. Scarcely had the youthful hero acceded to power when he ordered that the badges of mourning for the death of Washington should be suspended "à tous les chapeaux et guidons de la Republique," and in less than a twelvemonth from the time when the strong arm of the First Consul was laid to the helm of state, a convention with the United States was signed by his elder brother Joseph, (afterwards King of Naples and Spain,) which replaced the relations of the two countries on the most friendly footing. That kind-hearted and virtuous Prince, your Uncle Joseph, was, as you well know, sir, for many years a resident in this country, where his name is never pronounced without respect. I may be permitted, perhaps, to say that it was my good fortune to renew with him in Florence the acquaintance with which he had honored me at Bordentown, which, for his sake, you have lately visited with such affectionate interest. When, on taking a final leave of him, I told him that he was remembered in America with respect and affection by all who had the happiness to know him, he placed his arm about my neck and his lips to my cheek, and, with eyes moistened with gracious drops, not unworthy a king, replied "that some of the happiest days of his life were those which he had passed on the banks of the Delaware."

But the treaty of the 30th of September, 1800, wise and welcome as it was, in restoring peace between the two countries, was far surpassed in importance by that truly imperial stroke of policy, the cession of Louisiana. Originally discovered under the powerful monarch whose name it perpetuates in the western hemisphere, transferred to Spain at the close of the Seven Years' War, recovered by the First Consul in 1800, by the treaty of San Ildefonso, the youthful hero conceived the plan of making Louisiana the basis of a colonial power which should balance that of England. The approaching renewal of hostilities, by the rupture of the treaty of Amiens, rendering it doubtful whether he should be able to hold Louisiana against the naval power of Great Britain, in pursuance of that great idea which runs through the whole policy of France towards this country, that of confirming the "universal political equilibrium," by the growth of a great commercial and naval power in the West, the First Consul announced to his astonished council, on Easter Sunday of 1803, that he had made up his mind to cede the whole of Louisiana to the United States. The deed followed up the word, and the treaty was signed on the 30th of April. By this truly Napoleonic stroke of the highest State wisdom and the most superb political courage, the whole of this vast province, a world in itself—from the Gulf of Mexico to the 49th parallel of latitude, and from the Mississippi to the Pacific—in which those great and prosperous States, sir, of which you have just made a rapid survey, are but the outposts of the group of rising republics still to be—all passed into the possession of the United States; *illustrious record of the profound connections of Napoleon, that the interest of France and the equilibrium of Europe require the growth, consolidation, and permanence of the American Union.*

With the memory of these significant pages of our history, and with these impressive recollections of the great founder of your dynasty, your I. M. will not doubt the pleasure we feel on the visit of a prince of his family and name, who, with a mind already richly stored with the fruits of European observation and experience, has come to estimate, from personal inspection, the importance of that Union which France, under every *régime*, has done so much to cheer and aid on the path of national advancement. We should consider the language of mere compliment as unworthy of you, sir, and ourselves, but we deem it an honor to welcome to our city a prince, who, not now for the first time, turns his back upon the splendors of one of the most brilliant courts, and the fascinations of one of the most attractive capitals of Europe, to cross seas and traverse continents, in the gratification of an enlightened curiosity, and the cultivation of those liberal tastes which, while they raise the peasant to a level with the peer, give grace and dignity to the highest station, and reflect new lustre even to the steps of the throne.

It adds greatly, sir, to the satisfaction which we feel in your visit, that you are accompanied by an illustrious princess, who, besides all her personal claims on our respect, demands our homage, as the daughter of the favored Sovereign—Il Re galantuomo—the King of Italy—*called by Providence to reclaim that lovely land from long ages of internal dissension, and, its necessary consequence, political imbecility and subjection to foreign power;* with the aid of his Great Ally, to build up a glorious Italian nationality, and to prove by a bright example in the face of Europe and America, that *for a family of kindred States, there can be neither peace nor prosperity at home, nor consideration nor influence abroad, but in a harmonious union under one Government.*

Be pleased, sir, to accept our best wishes for your prosperous return to France, and allow us to hope that the United States will retain a place in your friendly recollection and enlightened sympathy.

I pray your Excellency (Gov. Andrew) and you, gentlemen, to rise and join me in drinking the health of their Imperial Majesties, the Emperor and Empress of the French, their Imperial Highnesses Monseigneur the Prince Napoleon and the Princess Clothilde, and the prosperity of France, the earliest ally of the United States.

The Prince, as we are informed, responded in the French language, with great feeling and earnestness, to the foregoing speech. He warmly acknowledged the kindness which had been shown him in Boston and the vicinity, and thanked the company for their hospitable reception. He spoke of the interest and pleasure of his tour through the country; expressed himself in highly complimentary terms of Mr. Everett's speech; and concluded with the assurance of his most friendly feelings toward the United States.

All but Wreck of the Great Eastern.

FATHER POINT, Tuesday, Oct. 1, 1861.—The following in regard to the disaster to the steamship *Great Eastern* is taken from the English papers:

The *Great Eastern* left her moorings in the river Mersey at 11 o'clock on Tuesday, the 10th of September. The pilot left her at 4 o'clock. She immediately put on full speed, and all went well with her until 4 o'clock on Thursday, when, a strong breeze prevailing, the aft tackle of one of the forward boats on the port side became unhooked, leaving it suspended by one tackle. The captain endeavored to steady the ship while this was rectified, but found to his surprise that she would not answer the helm. The fact was, though it was not known at the time, the rudder-pin was broken. The fore staysail was run up, but the wind immediately split it into ribbons. The fore trysail was then run up, but it was blown away. The paddle engines were now stopped, and the boat lashings ordered to be cut away, when the *Great Eastern* once more started on her course. The passengers then went down to dinner, and from that moment commenced a chaos of breakages, which lasted without intermission for three days. Everything breakable was destroyed. Furniture, fittings, services of plate, glasses, piano—all were involved in one common fate. It now became known that the rudder was unmanageable. About six o'clock the vessel had to be stopped again owing to two rolls of sheet lead, weighing several hundred weight each, which were in the engine-room, rolling about with every oscillation of the vessel with fearful force. These having been secured, another start was made, when a tremendous grinding was heard under the paddle boxes. The shaft had become twisted, and the floats were grinding against the side of the ship. The paddles were stopped, and the condition of affairs on deck is described as fearful in the extreme. The ship rolled so violently that the boats were washed away. The cabin, beside undergoing the dangers arising from the crashes and collisions which were constantly going on, had shipped, probably through the portholes, a great deal of water, and the stores were floating about in total confusion and ruin. Some of the chandeliers fell down with a crash. A large mirror was smashed into a thousand fragments, rails of banisters, bars, and numerous other fittings, were broken into numberless pieces. Some idea of the roughness of the night's incidents may be gathered from the fact that the chain-cables polished and threadbare bright with friction on deck. A spare riding bit gave way on the cable deck, and knocked a hole through the ship's side. Two oil tanks, also on the cable deck, were so much damaged by another concussion that two hundred gallons of fish oil contained in them ran into the hold and caused, during the rest of the unhappy voyage, a most intolerable odor. The luggage of the passengers in the lower after cargo space was lying in two feet of water, and before the deliverance of the ship was effected, the luggage was literally reduced to rags and pieces of timber. Twenty-five fractures of limbs occurred from the concussions caused by the tremendous lurching of the vessel. Cuts and bruises were innumerable. One of the cooks was cast violently, by one of the lurches, against the paddle-box, by which he sustained fearful bruises on the arms, putting it out of his power to protect himself. Another lurch drove him against one of the stanchions, by which concussion one of the poor fellow's legs was broken in three places. The baker received injuries of a very terrible character in vital parts; and one of the most striking incidents of the disaster was this poor, brave man, crawling, in his agony, to extinguish some portion of the baking gear which at that moment had caught fire. On Thursday night the gale came from the southwest, but on Friday morning it had turned round to the northwest, and the ship was drifting an unmanageable log in the trough of the sea. She did not ship much water on deck.

It was soon discovered what was the matter with the rudder. The pin upon which it turned had broken off three feet above the point where it entered the stern of the ship. It was wrought iron, ten inches in diameter—and the iron appeared thoroughly good, breaking at that particular point where it appeared the strongest, which was one of the most curious incidents of the disaster. It was now found necessary to rig up some kind of steering gear. A spar was thrown overboard with the anchor flukes attached, which dragging in the water behind the ship, might bring her head to the wind; but the swinging of the rudder made it useless; and a plan was then suggested to the captain by the passengers, to which the escape of the vessel is probably attributable. It was to pass two or three turns of chain-cable around the rudder-pin, immediately below the point at which the breakage occurred, and secure it with wedges and small chains. By pulling either end of the cable, a circular motion of the pin was produced, and a connection being effected with the usual chain attached to the rudder, and a temporary wheel rigged up below the deck, a shift was made once more to proceed, but the screw of the vessel upon which the locomotion now depended—hardly a vestige of the paddles remaining—soon stopped, being fouled by the rudder, by which the rudder was prevented from veering more than was necessary to steer the ship.

All of Friday was occupied with these arrangements. The ship had drifted up the west coast of Ireland, out of the ordinary track. On Saturday night the brig *Magnet*, of Halifax, hove in sight, hauled alongside, and lay to for the purpose of rendering assistance.

Sunday, at two o'clock, the *Great Eastern* got under way, the rudder was found to act, and the vessel proceeded at the rate of nine knots an hour with the screw alone.

She met the *Persia* the next morning, and signalled her course under the lee, which the *Persia* did. But circumstances were such that the *Great Eastern's* engines could not be slackened, and the *Persia* made off, probably under the impression that foul play was intended by the *Great Eastern*. An attempt was made at an explanation, but the *Persia* was too far off. The *Great Eastern* continued her course on Tuesday morning, and reached the Head of Kinsale, where she stopped four hours to arrange her tackle. She signalled the shore, but no notice was taken of her. At four o'clock she arrived off Cork, and a small steamer came off to assist her, and the harbor was soon reached. As the rudder was sufficiently repaired, the ship would proceed to Liverpool soon.

Our informant adds that it is almost impossible to exaggerate the anxious state of mind which prevailed while the fate of the ship was doubtful. There were several clergymen on board, and religious services were frequent. The demeanor of the passengers was sufficient, apart from any signs of disaster around, to signify the distressing nature of the crisis. A meeting was held in the saloon on Tuesday, and resolutions of a pious and congratulatory character were passed.

The passengers expressed gratitude to the commander of the brig *Magnet*, and complimented Capt. Walker and the officers and crew of the *Great Eastern* for their indefatigable exertions.

Some of the proceedings, however, were of a less pleasant character, as we derive comments being passed on the condition of the ship, her strength of paddles, and the way she was ballasted.

PHILADELPHIA BOARD OF TRADE.

ABRAHAM J. LEWIS, BENJN MARSHALL, WM. B. THOMAS, } COMMITTEE OF THE MONTH.

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

Ship Wyoming, Burton.....Liverpool, Oct 25
Ship Hortensia, Atkins.....Liverpool, soon
Bark White Wing, Eeling.....Inguayra, soon
Bark Sea Eagle, Kenney.....Port Spain, soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Oct. 3, 1861.

SUN RISES.....6 17 | SUN SETS.....6 45
HIGH WATER.....2 21

ARRIVED.

Schr Treasurer, Fisher, 24 days from Savanna la Mar, with logwood to D N Wetzlar & Co. Left no American vessels.

Schr John Ponder, Dornan, 3 days from Folly Landing, in ballast to Noble, Hammett & Caldwell.

Schr Hale, Newman, 4 days from Newburyport, with mdse to Geo B Kerfoot.

Schr L Sturtevant, Corson, from Boston.
Schr Wm Wallace, Cramer, from Boston.
Schr Mary Haley, Haley, from Boston.
Schr Henry Cole, Hazleton, from Boston.
Schr Chas Moore, Ingersoll, from Providence.
Schr Cicero, Burroughs, from Providence.
Schr J B Bailey, Robinson, from Salisbury.
Schr Gazelle, Ketcham, from Salisbury.
Schr Fanny, Mayhew, from Braintree.

Steamer Major Reybold, Craven, 3 hours from Delaware City, with mdse and passengers to captain. At 10 o'clock yesterday morning off New Castle, Del, passed the U S steamer Harriet Lane going down, and bark Meaco, (prize) from Rio, off the Point House.

CLEARED.

Brig Viator, Haskell, St John, NB, J E Bazley.
Schr Halo, Newman, Newburyport, Geo B Kerfoot.
Schr J Farnum, Hall, Providence, Crowell & Collins.
Schr Starlight, York, Portland, C A Heckscher & Co.
Schr Gazelle, Ketcham, Norwich, B Milnes & Co.
Schr L Sturtevant, Corson, Boston, do
Schr Mary Haley, Haley, Boston, J R Blakiston.
Schr Henry Cole, Hazleton, Boston, R Hare Powell.
Schr C Moore, Ingersoll, New Haven, Castner, Stickney & Wellington.
Schr Cicero, Burroughs, Fall River, do
Schr J B Bailey, Robinson, Haverhill, Wm H Johns.
Schr Fanny, Mayhew, Cambridge, Noble, Hammett & Caldwell.

(Correspondence of the Press.)

READING, September 30.

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

J H Lambert, lumber to Norcross & Sheets; Avalanche, do to Wm Parsons, New York; Wm & F Taylor, grain, &c. to B Bushong & Sons; Mary, bituminous coal to Wm McIlvaine & Son.

MEMORANDA.

Bark P C Alexander, Colcord, from Turks Island 15th ult. for Boston, at Holmes' Hole 30th ult. She sprung a bad leak the first day out, causing the vessel to leak from 150 to 500 strokes per hour. Experienced very heavy weather on the passage. Divers were to try to find the leak.

Brig Sarah Wooster, hence for Boston, was spoken 29th ult, Highlands NW 45 miles.

Schrs E Slade, Steele, and E Rickey, Tice, cleared at New York 1st inst. for Philadelphia.

Schr Willis, Brown, sailed from New Haven 30th ult. for Philadelphia.

Schr Alvarado, Shute, from Roundout for Boston, with 184 tons coal, sprung a leak and sank 28th ult, at 7 A M, Cape Cod SSE 10 miles. All hands were saved in the schooner's boat, and landed at Cape Cod.

Schrs Lamartine, Johnson, D B Steelman, Scull, New Jersey, Vanneman, Caroline Hall, Hall, E T Smith, Smith, F Fox, Foster, and C P Stickney, Garwood, hence, arrived at Boston 1st inst.

Schr P A Saunders, Somers, Julia Maine, Preston, Alan Downing, Rice, J C Baxter, Price, and E W Perry, Sampson, cleared at Boston 1st inst for Philadelphia.

FOR SALE AND TO LET.

FURNISHED HOUSE TO RENT
Apply 1816 SPRUCE Street. oc1-6t*

TO LET—A Dwelling House on Rittenhouse street, west of Green street, Germantown. Rent $200. Also, a pleasant and convenient dwelling on East Walnut lane. Apply to
WILLIAM H. BACON,
oc1-6t* 335 MARKET Street.

TO RENT LOW—Furnished or unfurnished, for six months, or longer, if desired, a large and convenient HOUSE, No. 1735 Arch street. Apply to A. P. and J. H. MORRIS, 916 ARCH Street. je19-tf

FOR SALE OR TO RENT—A modern-built new MILL, 154 feet long by 60 wide, with water power sufficient for four sets woollen machinery, and ample tenements for workmen. Also, a GRIST MILL and FARM attached, known as the Good Intent property, near Blackwoodtown, N. J. The property is in good order, and ready for machinery. Inquire of
oc1-6t* LIVERMORE, COOPER, & CO.

TO RENT—Large Communicating Furnished ROOMS, for Gentlemen, (without board), in a private family, on WALNUT Street, west of Tenth. Apply to Drug Store, N. E. corner of Eleventh and Walnut streets. su22-tf

FOR SALE—Valuable Farm, containing 130 acres; 30 acres of excellent Woodland, the balance in a high state of cultivation, nicely watered with springs and running streams, situate 6 miles from Doylestown depot, and 2½ miles from Lambertville station and Delaware river, Bucks county. Plain and substantial stone improvements; good out-buildings, and every variety of fruits. Price only $75 per acre; easy terms. Apply to E. PETIT,
se19 No. 309 WALNUT Street.

WHEREAS, THE LINDELL HOTEL COMPANY by its Deed, dated the first day of December, eighteen hundred and fifty-nine, and recorded in the Recorder's Office of St. Louis county, in Book No. 234, at Page 202, and also by its other deed, dated the said first day of December, 1859, recorded in Book No. 230, Page 336, confirmatory of and supplemental to said first deed, did convey unto WILLIAM M. MORRISON, EDWARD BREDELL, and FRANKLIN A. DICK, the following-described real estate, situated in Block No. 126, of the City of St. Louis, and described as follows:

First, A Lot or parcel of land fronting two hundred and seventy-one feet on Washington avenue, by one hundred and fifty feet in depth, and bounded south by Washington avenue, east by Sixth street, north by the north line of the field lot confirmed to Joseph Taillon, and known as Survey No. 1508, and west by Seventh street.

Second, A Second Lot or piece of ground, situate in said Block, containing about seventy feet in front more or less, on Sixth street, by one hundred and thirty-five feet deep on Green street, be the same more or less; being Lot known and designated on the plat of the lots laid out and made an addition to the town of St. Louis, by William Christy, as Lot No. 27, bounded on the west by No. 38, as laid out by Christy, on the north by Green street, on the east by Sixth street, and on the south by the Lot herein first described: which said conveyances were made to said MORRISON, BREDELL, and DICK, in trust, to secure the payment of certain bonds therein described, amounting to four hundred thousand dollars; being eight hundred bonds of five hundred dollars each, payable in ten years from the first day of December, eighteen hundred and fifty-nine, to PETER LINDELL or bearer, with ten per cent. interest, payable semi-annually from the date, all payable at the Bank of Commerce, in New York; *and whereas*, among other things, it was provided in said Deeds that if the interest upon said bonds, or any part thereof, should become due and remain unpaid for thirty days after the maturity thereof, that then, by reason of such default, the said bonds shall forthwith become due and payable, notwithstanding said bonds may not appear on their face to be due; *and whereas*, said LINDELL HOTEL COMPANY has, it is believed, negotiated, sold, and pledged six hundred and sixteen of said bonds, amounting to three hundred and eight thousand dollars, upon all of which the semi-annual interest, becoming due on the first day of June, eighteen hundred and sixty one, has been due for more than thirty days, and is still unpaid, although some or all of it has been demanded:

Now, therefore, we, WILLIAM M. MORRISON, EDWARD BREDELL, and FRANKLIN A. DICK, Trustees as aforesaid, at the request of many of the individuals and corporations holding said bonds, and in accordance with the provisions of said Deeds, will, on the twenty-second day of October, eighteen hundred and sixty-one, and between the hours of eleven o'clock in the forenoon and five o'clock in the afternoon of that day, at the east front door of the Court House, in the CITY OF ST. LOUIS, Missouri, proceed to sell the above-described premises and property, for cash, at Public Vendue, to the highest bidder, in order to pay the holders of said bonds the amounts due thereon, and any amounts or charges that may be payable under the provisions of said deeds, together with the expenses of the Trust.
WM. M. MORRISON, EDWARD BREDELL, FRANKLIN A. DICK, } Trustees.
se4-dtoc22

FOR SALE, FREIGHT, OR CHARTER.—The superior Baltimore-built bark *A. A. Drebert*, G. T. Hewitt, master, 336 tons register, now in New York. Apply to JAURETCHE & CARSTAIRS,
oc1 202 and 204 South FRONT St

HAIR RESTORATIVE.

THE ONLY PREPARATION THAT HAS STOOD THE TEST OF YEARS, AND GROWS MORE AND MORE POPULAR EVERY DAY. And testimonials, new, and almost without number, might be given, from ladies and gentlemen in all grades of society, whose united testimony none could resist, that PROF. WOOD'S Hair Restorative will restore hair, beard and gray, and preserve the hair of the youth to old age, in all its youthful beauty!

BATTLE CREEK, Mich., Dec. 21, 1858.

PROF. WOOD: This will please accept a line to inform thee that the hair on my head all fell off over twenty years ago, caused by a complicated chronic disease, attended with an eruption on the head. A continued course of suffering through life having reduced me to a state of dependence, I have not been able to obtain stuff for caps, neither have I been able to do them up, in consequence of which my head has suffered extremely from cold. This induced me to pay Briggs & Hodges almost the last cent I had on earth for a two-dollar bottle of thy Hair Restorative about the first of August last. I have faithfully followed the directions, and the bald spot is now covered with hair, thick and black, though short; it is also coming in all over my head. Feeling confident that another large bottle would restore it entirely and permanently, I feel anxious to persevere in its use, and being destitute of means to purchase any more at present, I could ask thee if thee would be willing to send me an order on thine agents for a bottle, and receive to thyself the Scripture declaration—"The reward is to those that are kind to the widow and the fatherless."

Thy friend, SUSANNAH KIRBY.

LIGONIER, Noble Co., Indiana, Feb. 5, 1859.

PROF. O. J. WOOD: Dear Sir: In the latter part of the year 1855, while attending the Cincinnati Medical Law School of the State of New York, my hair, from a cause unknown to me, commenced falling off very rapidly, so that in the short space of six months, the whole upper part of my scalp was almost entirely bereft of its covering, and much of the remaining portion upon the side and back part of my head shortly after became gray; so that you will not be surprised when I tell you that, upon my return to the State of Indiana, my more usual acquaintances were not so much at a loss to discover the cause of the change in my appearance, as my more intimate acquaintances were to recognize me at all.

I at once made application to the most skilful physicians in the country, but, receiving no assurance from them that my hair could again be restored, I was forced to become reconciled to my fate, until, fortunately, in the latter part of the year 1857, your Restorative was recommended to me by a druggist, as being the most reliable Hair Restorative in use. I tried one bottle, and found to my great satisfaction that it was producing the desired effect. Since that time I have used seven dollars' worth of your Restorative, and as a result, have a rich coat of very soft black hair, which no money can buy.

As a mark of my gratitude for your labor and skill in the production of so wonderful an article, I have recommended its use to many of my friends and acquaintances, who, I am happy to inform you, are using it with like effect. Very respectfully yours,

A. M. LATTA.

Attorney and Counsellor at Law.

Depot, 444 BROADWAY, and sold by all dealers throughout the world.

The Restorative is put up in bottles of three sizes—viz: large, medium, and small; the small holds half a pint, and retails for one dollar; the medium holds at least twenty per cent. more in proportion than the small, retails for two dollars a bottle; the large holds a quart, forty per cent. more in proportion, and retails for three dollars a bottle.

O. J. WOOD & CO., Proprietors, 444 BROADWAY, New York, and 114 MARKET Street, St. Louis, Mo.,

And sold by all good Druggists and Fancy Goods Dealers.

Sold in this city by B. A. FAHNESTOCK & Co., Nos. 7 and 9 North FIFTH Street, and HASSARD & Co., TWELFTH and CHESTNUT Streets; DYOTT & Co., 232 North SECOND Street.
oc13-mwfeow Wtf

COPARTNERSHIP NOTICES.

THE COPARTNERSHIP HERETOFORE EXISTING between EDWARD HENDERSON and ALFRED W. CHANTRY, under the 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.

THE PARTNERSHIP heretofore existing between DANIEL NEALL and J. H. McQUILLEN, in the practice of Dentistry, has expired by limitation and mutual agreement.

DANIEL NEALL, having associated with him P. M. DIXON, will continue at 827 ARCH Street, and J. H. McQUILLEN has removed to 1112 ARCH Street.

PHILADELPHIA, Oct. 1, 1861. oc1-3t*

DRUGS.

JUST RECEIVED, per "Annie Kimball," from Liverpool, Mander, Weaver, & Mander's preparations:

25 lbs Extract Aconiti, in 1 lb jars.
25 lbs Extract Hyoscyami, in 1 lb jars.
50 lbs Extract Belladonna, in 1 lb jars.
100 lbs Extract Taraxaci, in 1 lb jars.
50 lbs Vin Rui Colchici, in 1 lb bottles.
100 lbs Oil Sweet Flag, in 1 lb bottles.
500 lbs Calomel, in 1 lb bottles.
500 lbs Pil Hydrarg., in 1 lb jars.
WETHERILL & BROTHER,
mhe 47 and 49 North SECOND Street.

MEDICINAL.

ELIXIR PROPYLAMINE, The New Remedy for RHEUMATISM.

During the past year we have introduced to the notice of the medical profession of this country the *Pure Crystalized Chloride of Propylamine*, as a REMEDY FOR RHEUMATISM; and having received from many sources, both from 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 who may feel disposed to test the powers of this valuable remedy.

ELIXIR PROPYLAMINE, in the form above spoken of, has recently been extensively experimented with in 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
BILLCOCK & CRENSHAW,
mn 24-1y Druggists and Manufacturing Chemists, Philadelphia.

MRS. JAMES BETTS' CELEBRATED SUPPORTERS FOR LADIES, and the only 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 testimonials. oc15-tuths3f

INSURANCE COMPANIES.

INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA—OFFICE Nos. 4 and 6 EXCHANGE BUILDINGS, N'th side of WALNUT Street, between DOCK and THIRD Streets, Philadelphia.

INCORPORATED in 1794—CHARTER PERPETUAL. CAPITAL, $500,000
PROPERTIES OF THE COMPANY, FEBRUARY 1, 1861, $507,094.61.
MARINE, FIRE, AND INLAND TRANSPORTATION INSURANCE.

DIRECTORS.

Henry D. Sherrerd, Charles Macalester, William S. Smith, John B. Budd, William R. White, George H. Stuart, Samuel Grant Jr., Tobias Wagner, Thomas B. Hitson, Henry G. Freeman, Charles S. Ivis, George C. Gibon, Edward C. Knight.
HENRY D. SHERRERD, President.
WILLIAM HARPER, Secretary. jy29-tf

ANTHRACITE INSURANCE COMPANY.—Authorized Capital $400,000—CHARTER PERPETUAL.
Office No. 311 WALNUT Street, betwn 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, Joseph Maxild, John Kotchin, John R. Blakiston, Wm. F. Dean, J. E. Baum.
JACOB ESHER, President.
WM. F. DEAN, Vice President.
W. M. SMITH, Secretary. s3-tf

THE RELIANCE MUTUAL INSURANCE COMPANY, OF PHILADELPHIA,
OFFICE No. 305 WALNUT STREET,
Insures against LOSS OR DAMAGE BY FIRE, on Houses, Stores, and other buildings, limited or perpetual, and on Furniture, Goods, Wares, and Merchandise, in town or country.
CASH CAPITAL, $231,110.00—ASSETS $317142.04,
Which is invested as follows, viz:

In first mortgage on city property, worth double the amount	$162900 00
Pennsylvania Railroad Co.'s 6 per cent. first mortgage loan, at par	5000 00
Pennsylvania Railroad Co.'s 6 per cent, second mortgage loan, ($30,000)	27900 00
Huntingdon and Broad Top Railroad and Canal Co.'s mortgage loan	4000 00
Ground rent, first-class	2662 50
Collateral loans, well secured	2600 00
City of Philadelphia 6 per cent loan	30000 00
Allegheny County 6 per cent. Pa. RR. loan	10000 00
Commercial Bank stock	5135 01
Mechanics' Bank stock	2812 50
Pennsylvania Railroad Co.'s stock	4000 00
The Reliance Mutual Insurance Co.'s stock	2350 00
The County Fire Insurance Co.'s stock	1050 00
The Delaware M. S. Insurance Co.'s stock	700 00
Union Mutual Insurance Co.'s scrip	880 00
Bills receivable	1,302 74
Book accounts, accrued interest, &c.	1,104 65
Cash on hand	1,544 64
	$317,142 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. Losses promptly adjusted and paid.

DIRECTORS.

Clem Tingley, William R. Thompson, Frederick Brown, William Stevenson, John R. Worrell, E. L. Carson, Robert Toland, D. B. Sparhawk, Charles S. Wood, James S. Woodward, Samuel Bispham, Robert Steen, William Musser, Benj. W. Tingle, Marshall Hill, J. Johnson Brown, Charles Leland, Jacob T. Baratiz, Smith Bowen, John Bissell, Pittsburg.
CLEM TINGLEY, President.
B. M. HINGHAM, Secretary.
February 16, 1861. fe22

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

DIRECTORS.

F. Ratchford Starr, William McKee, Halbro Frazier, John M. Atwood, Benj T. Trotter, Henry Wharton, Mordecai L. Dawson, Geo. H. Stuart, John H. Brown, B. A. Fahnestock, Andrew D. Bash, J. L. Erdinger.
F. RATCHFORD STARR, President.
CHARLES W. COXE, Secretary fe15

PENN MUTUAL LIFE INSURANCE COMPANY.
No. 921 CHESTNUT Street, Philadelphia.
CHARTER PERPETUAL.
ALL THE PROFITS DIVIDED AMONG THE INSURED.
Insure Lives for shorter terms for the whole term of life; grant Annuities and Endowments; purchase Life Interests in Real Estate, and make all contracts depending on the contingencies of life.
They are a Mutual Company, conducted by Trustees, without Capital Stock. Incorporated 1836. CHARTER PERPETUAL. No. 510 WALNUT