Continued from First Page. This, of all human feelings, is the most terrible and

terrifying. The rout and capture of the Secession column at Pikeville, united with the burning of the bridges in his rear, will, beyond question, compel Zolli-coffer to retreat from Cumberland Gap. The burning of the bridge over the Cumberland river is to the Louisville and Nashville Railroad what the destruction of the bridge over the Susquehanna would be to the Pennsylvania Central. With both his flanks heavily menaced, with indeed, the eastern one turned, and his base line of operations thus cut off with Nashville, and his front heavily threatened by General Buell's column, how can Buckner maintain his position at Bowling Green? Has it not become a military impossibility?

With Buckner driven back to Nashville, Price forced into Arkansas, how can Polk maintain his position at Columbus? Can he stop short of Memphis unless he throws his whole central column out of line with his left and right wings? Without a monstrous blunder upon part of our generals in the West, resulting in defeat, (and, as yet, they have committed none,) the front line of the enemy, within the space of two weeks, will rest upon Knoxville, Nashville, Memphis, and Little Rock. The evidences are, that a Government still exists,

and that a strong Union feeling prevails everywhere in the Southwest, awaiting only the presence of the Union forces to develop its strength and power. How the Ring is to be Formed. More than a month ago The Press showed how,

by the line of Gauley, Lynchburg, and Weldon, or by that of Gainesborough and Raleigh, with a simultaneous movement from the sea-coast, either from Hatteras or Wilmington, all communication between the Cotton States and Virginia could be Circumstances would seem to point out that this

line of interception has been determined upon farther to the westward, and it is to be made through South Carolina and Tennessee. Perhaps the Government has wisely chosen that as the most accessible and defensible "coil for the anaconda" to make. With Kentucky devoted to the Union, in case of reverse, there is a home frontier to fall back upon.

Both Nelson and Scheepff are within sixty-five or seventy miles of the Tennessee and Virginia Railroad—the former nearest to Grenville, the home of Andy Johnson, and the latter to Knoxville, the home of Parson Brownlow. When this medulta spinalis-this central cord of rebellionis reached effectively, then, indeed, the wounded snake of rebellion will writhe in mortal agony. "Now, by St. Paul, the work goes bravely on?"

FORTRESS MONROE, Va., Nev. 11, 1861.

The Forty-eighth Regiment, Pennsylvania Volunteers, will leave this point this evening, on the steamer S. R. Spaulding for Hatteres Inlet. This regiment is commanded by Colonel James Nagle, who served as captain in the Mexican war, was one of the first to respond again to his country's call when the Southern rebellion broke out. The major, and most of the other officers, served under their present colonel during the threemonths service. After the expiration of their term of enlistment, they immediately commenced and recruited the present regiment. I understand that it is an entire Schuylkill county regiment. From their drilling and discipline one would suppose they had been in the service for two years, instead of

three months. Should they get a chance at the rebels, I am sure they will render a good account of themselves. General Mansfield regrets their leaving his command, and would have been better pleased could they have remained. The health of the regiment is very good; only some five will be left here in the hospital.

The Successful Departure of the Bermuda from Savannah. We have been permitted to copy the following extract from a private letter, written by an officer of our navy, giving an account of the manner in which the Bermuda ran the blockade:

C. S. STEAMER "HUNTRESS," SAVANNAH, Ga., Nov 3, 1861. DEAR —: I have only time to write to you a very hurried letter. We came back from a successful expedition awhile ago. We went down last night to carry the Bermuda out, loaded with about 2,000 bales of cotion. We confidently expected a fash a set the ylen was far us to attack the blocks. Eght, as the plan was for us to attack the blocks. ding vessels, while she was to pass out. Went down to Fort Pulaski about dark—the five vessels of our mosonito fleet, the Rermuda following beavy gun was fired from the battery at Warsaw, which was the signal, but on going out we found tone of the vessels, as the night was very dark, none of the vessels, as the night was very dark, rainy, and stormy, just the thing for us, and their attention. I suppose, was drawn off by the signal gun. So we fooled them, and gave them the slip completely; all of us returned in high spirits, and "nobody hurt," as we certainly anticipated engaging them last night.

[From the Norfolk Day Book.] Since the great Federal fleet sailed from Hamp-ton roads, we have had no rumors of actual or ex-pected battles below Yorktown. Our advices represent that everything is quiet, the health of the camps generally improving, and the men engaged in making preparations for cold weather and other events that may occur.

The Peninsula.

Naval Appointment. Commander George N. Hollins, who lately dis-persed the Federal vessels at the Passes of the Missis-sippi, has been appointed flag captain on the New Orleans naval station. From Richmond.

RICHMOND, Nov. 10.—There is nothing particular known from the camps on the Southern coast.

Three fashionable gambling houses were broken up last night by the police, and the dealers and bankers arrested. It has caused considerable commotion among the sportsmen.

Robert Johnson and C. B. Mitchell have been elected Confederate Senators from Arkansas.

The Navigation of the Mississippi. The New York Herald's Washington correspond-The despatch in the Herald of Sunday last, announcing a reported discovery by Emperor Napo-leon, in the British Museum, of a copy of a treaty made at the time France ceded Louisiana to the

made at the time france ceded Louisiana to the United States, stipulating that the Mississippi should at all times be kept open to the navigation of French vessels, has created quite a sensation in diplomatic circles here. The private letter received by a distinguished gentleman of Philadelphia from a London banker, announcing the fact from which I originally quoted, was handed to Secretary Seward to-day. All the trenties known to the Government, on the subject of the Louisiana purchase, have been examined this afternoon, but none yet discovered appear to contain anything that yet discovered appear to contain anything that could be construed into such a pledge on the part of our Government as is indicated in the private letter from England, except clauses six and seven, on page sixteen of volume eight "United States Statutes at Large." It is only necessary to state, and I do so authoritatively, that the Government of the United States will adhere strictly to the requirements of that treaty, and will age promptly to of the United States will adhere strictly to the requirements of that treaty, and will act promptly to carry out all of them with the full force of the army and navy. In short, the Government is now in the act of clearing the Mississippi river of the rebel batteries erected on its banks, with the purpose of preventing the exercise of this very right now said to be claimed by France. The river is not closed by the Government, but by opponents of the Government. The Union blockade at the mouth of the Mississippi is only a part of the work of the Government to open it to navigation. It therefore remains for France to settle whether she will aid a legitimate Government in sustaining international legitimate Government in sustaining international law, or will join a horde of miscreants who are in re-bellion against all law. There is no treaty existing betwen the United States and any other Power on earth that will not be strictly adhered to by that

[We have been permitted to publish the following extract from the letter of a private in the Fifth Regiment of United States infantry, in New Mexico, to his mother, residing in this city, for the purpose of showing the loyalty of the men and the craven conduct of Major Lynd, of the Seventh Regiment of United States infantry. We publish this letter with more satisfaction from the fact that it shows that at least one officer was eager to do his duty, and he a Philadelphian, who graduated at West Point, a few years ago, with high honors-Lieutenant Frank Crilly .- ED. PRESS.] "FORT UNION, Sept. 25, 1861.

* * * * * *

"I have not much news to inform you of; but

our company has removed from Fort Fauntleroy to Fort Union since I wrote last. We expected to go to the States, but the surrender of Major Lynd, with seven companies of the Seventh infantry and some mounted rifles, to a ragged band of Texans about 220 strong, caps everything; so the com-mander of the department, Colonel Canby, thought it necessary to keep the Fifth infantry in New Nevice viii "I have been talking to men of the Seventh that

"I have been talking to men of the Seventh that were at Fort Fillmore, or where the surrender took place, and they tell me the affair was most disgraceful. The men were willing to fight, but the officers would not, and surrendered to a half-armed, half-clothed, miserable set of wretches from the New Mexican towns along the Rio Grande. What do you think of that? A good many of the men told me that the only gentleman and officer in the command was Lieut. Crilly. He carried water in his ambulance to the stragglers behind on the real and ambulance to the stragglers behind on the road, and fired the only cannon shot that was fired."

Serious Accident to Gen. Tom Thumb.

A serious accident happened to Charles S. Stratton, better known as Gen. Tom Thumb, at St. Catherines, Canada, one day last week. The Torn Globe gives the details as follows:

Gen. Tom and his suite were proceeding to Nisgara town, being advertised to appear there that day. They had scarcely left the Welland House five minutes when the axle of their conveyance broke; the horses, high-spirited ones, immediately became uncontrollable and started. After carrying away the hind part of a huggy standing by the road-side, the fore wheel came off They then made for the sidewalk, which is an embankment twenty feet high. One of the horses went over the bank, but fortunately at this juncture the pole broke, freeing the animals, and, part of the debris becoming entangled in the fence, luckily saved them from a both in the Welland canal. The General was thrown out with great violence, alighting on his back. He was instantly picked up by Mr. Tomlin (who was much cut and bruised) and carried into a store, where fortunately no bones were found to bolroken, but he was much bruised and escaped unharmed. Messrs. Wells and De Vere were badly bruised, as also was the valet. Mr. Caswell, the pianist, took a flying leap and alighted on his face, much to the deriver, was enabled to take a spring and escaped unharmed. Messrs. Wells and De Vere were badly bruised, as also was the valet. Mr. Caswell, the pianist, took a flying leap and alighted on his face, much to the deriver was enabled to take a spring and escaped unharmed. Messrs. Wells and De Vere were badly bruised, as also was the valet. Mr. Caswell, the pianist, took a flying leap and alighted on his face, much to the deriver was enabled to take a spring and escaped unharmed. Messrs. Wells and De Vere were badly bruised, as also was the valet. Mr. Caswell, the pianist, took a flying leap and alighted on his face, much to the deriver was enabled to take a spring and escaped the count to the deriver, was enabled to take a spring and escaped the a flying leap and alighted on his face, much to the derangement of his nasal organ. The little footman was much alarmed, and his smart livery was in a pretty pickle from rolling in the mud. The remainder of the party were more or less bruised. The General bore the mishap with great coolness and composure, and appeared much gratified when he learned that none of his retinue were seriously injured. After a short delay they again started, rejoicing that no worse misfortune had befallen them. The General was advised to rest himself for the day, but he resisted all solicitations, being determined that the Niagara public should not be disappointed.

Whit of Mandames Grantes hour was congregated to velock a large crowd was congregated by a host of applicants for admission. The room was completely packed in a few minutes—a large number begin unable to gain admission.

The proceedings were opened by Mr. Thayer, who stated that it had been impossible for him to confer with his clients, as they had adjourned previous to the court doings to the town which was advised to rest himself for the day, but he resisted all solicitations, being determined that the Niagara public should not be disappointed.

Wint of Mandames Grantes hour all the door, which, when opened, was besieged by a host of applicants for admission. The room was completely packed in a few minutes—a large number begin unable to gain admission.

The proceedings were opened by Mr. Thayer, who stated that it had been impossible for him to confer with his clients, as they had adjourned previous to the court doings. He had visited their residences and places of saturday before U.S. Commissioner Hazlett. On that the day in the residences and places of saturday before U.S. Commissioner Hazlett. On that the day is the court doings. He had visited their residences and places of saturday before U.S. Commissioner Hazlett. On that the day is the court doings. He had visited their residences and places of both the court doings. He had visited their residences and places of

THE CITY.

FOR ADDITIONAL CITY NEWS SEE INSIDE. THE RETURN JUDGES.

MORE TROUBLE IN REGARD TO THE ARMY VOTE.

THE MATTER AGAIN IN COURT.

10 o'clock, Morris S. Parker, president, in the chair-Before the meeting was called to order, Mr. Gowan made h's appearance, and served upon each member a writ of Mr. Simpson refused to recognize the writ, on the

ground that it was not properly attested, &c.

A man whom Mr. Gowan said was his assistant was excluded from the room. The Board was now called to order, and the roll was called-all the members present. An exciting discussion took place between Messrs. Simpson and Carrigan relative to the writ which had just been served. Several of the members took the floor, and for a time the greatest confusion and excitement pre-The writ says:

The writ says:

"Now, therefore, we command you, Joseph Tree,
Merit Gibson, J. K. Carrigan, Hubert Connell, Andrew
Gillespic, J. H. O'Hara, M. A. DeGroot, Thomas Harper,
Morris S. Parker, William D. Kennedy, Samnel Hancock, Henry Schell, John B. Green, Samuel Schied, Edward Spain, Daniel Witham, James Maguire, Thomas
Stafford, John H. Befferies, John W. Boileau, Frederick
Jones, Paschal H. Coulter, Bichardson L. Wright, J. A.
Simpson, and Daniel Allen, judges aforesaid, to include
in your enumeration the votes returned by the prothoin your enumeration the votes returned by the protho-notary of the following companies, to wit.:

1st Regiment, Companies D, H.

A, C, D, E, H, K. E, G, K. F, G, L A, D.
A, B, C, D, E, F, I, K.
C, E, H.
A, C, E, F, G, H, K.
Detached Capt. Spering.
C, D, E, I, K, M.
A, B, C, D, E, F, G, H, I.
C, D, E, F, F. E, K. C, D, E, H. A, B, G, I. 33d or 4th " B, D. A, C, D, F, I. B, I.

BAKER'S BRIGADE. 1st Regiment, Companies A, F, M, P.
2d "A, B, C, E, F, G, K, and flank-

ing company.

A. C, D, E, F, G, H, I, K, M,
Company C, Comp Thomas, Capt. Fitcher.

B, Adams, Adams.

K, Sharp, Martine.

Or forthwith to us, to show cause why you have not executed this our writ, you shall certify to us at a court to be holden at 10 o'clock, on the 13th day of November, 1861, and have with you there this our writ, when there this our writ on mandamus.

The original writ was served upon the president, who inquired whether it had been issued by the president judge. The officer responded that it had been issued by the The officer responded that it had been issued by the court.

Mr. Simpson remarked that the writ had not been issued by Judge Thompson.

Mr. Carrigan replied that it had, and a sharp conversation occurred between those two gentlemen, which was finally brought to a close by the President.

Mr. Stafford moved that a committee of three be appointed to wait upon Charles D. Knight, the prothonotary, to request bis attendance for the purpose of stating the reasons why he did not make all the returns at once, and why the additional returns made on Tuesday were withheld.

Mr. Simpson said that when the prethonotew of the

miniero.

Mr. Simpson said that when the prothonotary of the ourt was here yesterday he said he had certified to all he returns that he had considered formal and in accordcontr was nere yesterna, he said no had considered formal and in accordance with the provisions of the law. The returns now sent here by order of an associate judge of the court were not, in his opinion, properly attested. We do not know what kind of returns they are, as they are not properly certified. Upon the face of the accompanying document it appears that the returns are before us by the direction of Judge Ludlow. Mr. S. did not think that Judge Ludlow had anything to do with the return judges or the returns, as the law provides that they shall he certified by the prothonotary of the court.

Mr. Stafford said he understood that some of these additional returns, now before us by the direction of Judge Ludlow, did not come to the prothonotary as provided by law, some having come by private conveyance, and not by mail. The resolution was agreed to, and Mr. Stafford appointed chairman of the committee.

by mail. The resolution was agreed to, and Mr. Stafford appointed chairman of the committee.

The committee to wait upon the prothonotary returned, and stated that he would soon be present.

The prothonotary, with Chas. Gilpin, Esq., his counsel, goon after made his appearance, and the olipect for which he was summoned was stated by the president, as follows: Mr. Prothonotary, this body is desirous of obtaining some information in regard to the returns from the army. Whether they come according to law! Whether they come by mail or express? Also, such other matters as will aid the judges to complete the counting of the vote.

Mr. Knight replied that his counsel, Mr. Gilpin, would reply for him.

Mr. Gilpin then said: It affords the prothonotary great pleasure to appear before you, or before the court with which he may have any official connection. At this moment his appearance before you, and whatever he may

pleasure to appear before you, or before the court with which he may have any official connection. At this moment his appearance before you, and whatever he may say might be, and no doubt will be, the subject of much discussion and canvassing throughout the city. I have advised him to say nothing, and to speak only by the card. You will appreciate the embarrassing position in which he is placed. He has endeavored to do its duty, and intends so to do. He may be in error in a matter of judgment. His Honor Judge Ludlow thought the profhonotary had not done his duty. He complied then with what he considered the direction of the court. There is an obvious impropriety at this moment for me to say a word about these returns, especially as the case is being heard now in the Common Pleas. It may be proper for me or the prothonotary to give you information, but only at the proper time. We consider that the returns here are under the authority of the judge. I have great respect for Judge Ludlow, and will bow to his decision, whatever that may be. The judge may be wrong, a lawyer may be light, and rice versur the judge is above a lawyer, and, therefore, the latter should submit, whether right or wrong. I have kept my eye and my heart single to carry my client through these troubles successfully. I have every reason to act with caution, especially when I observe that such men as Judge King and Judge King, you will remember, was of the opinion that the celebrated "Schimpfiller" vote ought to be sent to Harrisburg on their reception at the office; Judge Ludlow that only the certified copy should be sent. Under these circumstances, he felt obliged to decline answering all questions as to whether these circumstances, he felt obliged to decline answering all questions as to whether these circumstances, he felt obliged to decline answering all questions as to whether these circums were the certified copies or the original. the mail?

Mr. Gilpin. So far as this is concerned, I say yes; not as counsel, however, for the prothonotary, but as a

not as counsel, however, for the prothonotary, but as a private citizen.

Mr. Wright protested against any questions being answered in this manner. If that course is to be adopted, we may as well open the doors and admit other citizens.

Mr. Simpson. Were you present, Mr. Gilpin, when the returns were opened?

Mr. Gilpin. Some, but not all of them.

Mr. Wright again protested, and the subject was drawned. dropped.

The president then returned the thanks of the Board to the prothonotary and his counsel for their attendance, and they retired. Mr. Stafford moved that, as an argument was now mr. Stanoru moved taat, as an argument was now pending in the Court of Common Pleas relative to the returns, they should take a recess until one o'clock.

This was objected to by several members, and a wrangling debate followed.

Mr. Simpson said the state of affairs was now different a block took process. from yesterday, when they took a recess by request of Judge Ludlow. Now, the other side of the question was being discussed before the court, and out of due deference to that body a recess should be taken.

to that body a recess should be taken.

The motion to take a recess finally prevailed, when a disgraceful scene followed—caused as to who should keep possession of the returns until the reassembling of the Beard. Some of the members charged others with fraud, and were unwilling that the returns should be left in their care, for fear alterations might be made. Their conduct was anything but gentlemanly.

The Board met again shortly after one o'clock, when it was understood that the court had adjourned. A motion was therefore made to take a further recess until two o'clock. "Whereas, The business of the Return Judges has "Whereas, The business of the Return Judges has been retarded by the numerous writs and proceedings before the Hon. Jas. R. Ludlow, one of the judges of the Court of Common Pleas, and by the request of said Judge this body yesterday suspended their business, and, as we are informed and believe, that other proceedings will be had before said court: therefore,

"Resolved, Out of respect to the Hon. J. B. Ludlow, we do hereby agree to take a recess until such time as shall enable the said judge calmly to adjudicate all questions which have been or may be presented to him touching the rights or duties of this body, and that said judge be respectfully requested to notify the president of this Board when he shall have concluded and disposed of all such questions, so that this body may be called together to finish their duties according to law."

After some discussion, the resolution was postponed for the present.

for the present.

It was then agreed that hereafter, during all the recesses of the Board, the returns should be held by the president.

The vote was then taken on Mr. Hancock's resolution to take a recess, and was agreed to by a vote of 14 to 10.

Mr. Wright wished to know who was to call the Board

together again.

He was told the president.

Mr. Wright said the resolution did not provide for this; he had misunderstool it. In his opinion the body was not yet adjourned.

The president overruled Mr. Wright, and declared that he had misinderstool it. In his opinion the body was not yet adjourned.

The president overruled Mr. Wright, and declared that the Bodint stood adjourned, or had taken a recess. A number of the members then started off to go into the Court of Common Pleas for the purpose of informing Judge Ludlow of the passage of the resolution.

THE MATTER IN COURT.

Yesterday morning, in consequence of the return judges not counting the votes in the certificates forwarded to the Board, under the udvisory opinion of Judge Ludlow, a writ of alternate mandamus was applied for from Judge Ludlow to compel the return judges to compute the votes according to law. The writ was made returnable at 10 o'clock yesterlay morning. The Democratic members of the Board made a return to the writ that they were willing and ready to compute the return sent in on Tuesday

ing and ready to compute the return sent in on Tuesday night by the profhonotary.

Mr. A. C. Gowen, who served the writ, made affidavit to that effect, and that J. Alexander Simpson, one of the members, reliesed to accept service of the writ, as it was not issued by the president of the court.

Mcssrs. Riddle, Hirst, Cassidy, J. E. and A. C. Gowen appeared for Mr. Luwrence, the relator in the writ and Messrs. Riddle, Hirst, Cassidy, J. E. and A. C. Gowen appeared for Mr. Lawrence, the relator in the writ, and M. Russell Theyer represented some of the return judges who had refused to obey the writ.

Mr. Theyer moved to quash the writ, on the ground that the act of 1705, which regulated the issuing of the writ of mandanus, required the president judge of the court to be present.

Next he urged that the return judges had their duties to perform, and, in the exercise of their duties, the court could not interfere; and if injustice was done, the courts were open to the parties, and a contested election case could be tried in the manner set forth by the acts of Assembly.

February 3, 1843, showing that one associate judge of the Court of Common Pleas had the right to issue a writ of mandanus.

Mr. Thayer wished time, in order to examine whether certain sections of this act had not been repealed.

Mr. Hirst now asked that a peremptory writ of mandanus might be issued. He then explained the nature of the writ and its service. If, when issued, it be disobeyed, the court may then determine its remedy.

Judge Ludlow said, before determining on granting the writ, he would inquire whether the returns were not in safe hinds.

The counsel for relators did not know anything further, except that the returns had been placed in the hands of the president of the Board.

After some further discussion, Judge Ludlow said that, in order that it might not appear he had been hasty in this matter, if the counsel wishes to amend the return filed, he would adjourn the hearing till this morning.

Mr. Thayer creptiod that Mr. Green, one of the return indges, was present; he could answer for himself.

Mr. Thayer consulted with Mr. Green, and soon replied that the latter did not wish to amend the return filed in the morning.

Judge Ludlow then said, belleving, as he did, that reasons of a public nature require that this cause should be disposed of at the callest possible moment, he should now proceed to decide it. This was the first time within his knowledge that the latter without communicating with him. Why they had not done so was no reason why the proceedings of the court should be delayed.

It seemed there was no intention to amend the return, but these gentlemen desired the judgment of the court, and, therefore, as matter of law, he would proceed to determine the case. Nor was it to be understood, the opinion about to be delivered is the result of hasty action

ont these gentlemen desired the judgment of the court, and, therefore, as matter of law, he would proceed to determine the case. Nor was it to be understood, the opinion about to be delivered is the result of hasty action upon the part of the court. We would do injustice to attractive the world and injustice to active the whole subject has been under investigation.

The first opinion delivered in this cause was the result of a deliberate conviction. The specific advice given, on Tuesday, to the prothonotary was the result of the same deliberate conviction. Nothing could have tempted him to order the prothonotary to certify a single return. The right of this court, or of the judge, to issue the mandamus was based upon a construction of the acts of Assembly. He fell into error as to the date of one act, but that the court possessed the power he could not doubt. If this should appear to be a mistaken view, no attachment will be issued against the respondents.

The questions of law which arise from this act of mandamus have also been the subject of consideration. So far, then, as the merits of the cause are concerned, the opinion was well considered by him, and not a hasty judgment.

opinion was well considered by man, and not a least judgment.

The Judge finally entered judgment on the demurrer, and granted a writ of mandamus, returnable this afternoon at six o'clock.

The court then adjourned.

Another Meeting of the Return Judges.—Last evening, after the decision of the court, a number of the return judges assembled in the Supreme Court room. B. L. Wright, Esq., in the absence of the chairman, was called to the chair, but, there being no quorum present, the meeting was adjourned until this morning at 9 o'clock.

THE NAVY YARD .- Business at the navy

yard has much increased of late—so much, indeed, that the lately mooted extension of its area is more than ever alked of. Already the workmen have to resort to all erts of shifts and manœuvres to accomplish the simplest piece of work, if the material to be handled happens to be of unusual bulk.

To remedy this incohvenience, which is owing to the ast increase of work, several of the shops are being, or are to be, enlarged. The enlargement of the gun-carriage shop, which was done some months ago, has not afforded sufficient room for the increase of work, and additional accommodation will be necessary if the orders continue to come in as they have done for the past few months. Carriages are made there for all the ressels fitted out at this port, while in the other shops work is only done for the Government vessels fitted out at the navy yard. The blacksmith and plumber shops, though recently enlarged, are not yet large amough for the additional work required to be done in them.

To give the reader some idea of the numerical strength of the navy-yard "brigade," we subjoin the rolls of the different departments, from which it will be seen that a larger force of men are now engaged here than has ever been the case in any previous year: rded sufficient room for the increase of work, and addi-

een the case in any previous year

The quantity of ordnance stored in the yard is—large enough. It is unnecessary that we should go into details, for reasons which must be manifest to everyone. Outside of the large ship-house there are twenty-one eight and ten-inch Dahlgrens and five smaller ones, of six-inch bore. Just opposite, that is, on the outside of the smaller ship-house, there are eleven six-inch Dahlgrens. There are quite a large number of heavier guns on the plot of ground east of the commandant's office. The majority of these have been scraped and repainted recently. The eight and ten-inch guns belong to the United States steamer Brooklyn, having been removed from her about three weeks since, to permit of her overhauling. They will mostly require new carriages.

Large numbers of Dahlgren guns have recently arrived here from Pittsburg. In connection with this subject, we learn that a new proving ground will soon be occupied, in the vicinity of Wall's station, on the Pennsylvania Railroad. It is designed to use the ground in proving the heavy guns now being constructed at the Fort Pitt works, and thus avoid the necessity of unshipping them. In using the proving grounds above Tarentum on A V B R the ordnance is heavely beach to the form The quantity of ordnance stored in the yard is-large them. In using the proving grounds above Tarentum on A. V. R. R., the ordnance is brought back to the arsenal, and stored there until ordered to some other point for use, but as the Dahlgren guns are required

on A. v. a. A., the outside is brought back to the arsenal, and stored there until ordered to some other point for use, but as the Dahlgren guns are required immediately in the East, they are not stored. A switch runs out from the road into the proving ground, and the cars containing the guns are pushed out on the sideing, and left there until the guns are unloaded, proved, and reloaded, when the car can be taken Eastward without further delay. As the guns are proved by ten rounds of service charges, the firing takes longer time than on the Rodman guns, and a heavy cast iron carriage has been constructed for the purpose of mounting them.

Yesterday, while we stood in the yard, four furniture-cars filled with shells were unloaded opposite the ordinance department. We noticed their arrival in Philadelphia a few days since.

The timber principally used in the yard is white oak—the brea that oan be procured for the purpose. Formosty large supplies of live oak came to us from Florital; but, from obvious causes, we are no longer in receipt of it, and have, consequently, turned to Delaware and Maryland for a proxy. The white oak of the former generally attains a height of from sixty to eighty feet, and, in this respect, makes an excellent ship timber.

Within the past monthor's owe have been getting excellent white oak from Chester and other neighboring counties, via the North Pennsylvania Raifroad. It is principally brought in planks, varying in thickness from two to six inches. We know of one party in Chester county who is now engaged in filling a contract with the Government for four hundred thousand feet of such timber. It is worth in the foreet, before felling, one cent per foot. By the time it is delivered in this city it is generally worth about \$35 per thousand feet. Wilmington and New Castle have latterly awakened to a sense of the importance and value of their oak forests, and the result is that such timber lands have considerably risen in value. It takes about two hundred and twenty thousand feet of white e

is that such timber lands have considerably risen in value. It takes about two hundled and twenty thousand feet of white eak to build one of the new Government gunboats, from which the reader can judge for himself the total amount consumed since the Navy Department ordered their construction.

The Wissahickon, which lies just below the navy yard, will probably receive her armanent to-day, as, with that exception, she is complete and ready to put to sea. A description of her appearance and interior arrangements may be worth inditing:

The captain's cabin, which we first entered, has a Continental air of neatness and comfort about it, that we had little expected to see on board a vessel-of-war. The floor was covered with Brussels carpet; the furniture, including a pier table, lounge, and reception chairs, was of highly-polished walnut, and the ceiling had evidently been treated to an extra coat of pure white-lead, that shone like China-gloss. On each side of the mirror, opposite the door, are bookcases, and behind the lounges ample storage room is provided, in a sort of surroptitious wary, that would scarcely strike a visitor's notice.

Adjoining are the captain's sleeping apartment, a pantry, store-orom, etc., all fitted up in the walnut fashion. A sufficient amount of light and ventilation is secured by means of four ports—two on either side of the versel.

Next in order is the ward-room, which contains six double-berthed state-rooms, each of which is fitted up with a closet and wash-stand. Below is the storeroom, which is only accessible by means of a hatch. The singular and romantic arrangement of having a trap door to open; through the oilcloth, follows as a necessity. You would not notice it at first, for the trap fits very evenly, and it was no blundening hand that matched its oilcloth pattern with that upon the floor.

Thence we were ushered into the steerage, where the mess and engineers consort. It invites no description, but is neat and trim to view. It is immediately adjacent the engine room, through

made sufficiently pliable. Passing a bell inscribed—"United States Gunboat Wiszahickom, John Lynn, builder, 1861"—we come to a coil of leather hose. In case of fire it is ready to be attached to a pipe from the engine, and will lead to any part of the vessel—even to the powder magazine. The forward berth is chiefly noticeable as being the sleeping-place of the crew, who repose in hammocks suspended from the ceiling. In a corner is the doctor's dispensary, provided with medicine-shelvos, and a desk for writing out prescriptions upon, which can be folded away into invisibility with wonderful prestitidigitatical effects. Back a piece is the culinary department—if a cooking stove concealed from view by pots and pans and kettles can lay claim to such a term. Still backward a piece is the general stove-room, with copper tanks for the oil, turpentine, and paints, which are treacherously combustible to have aboard a ship. The armanent (as we have said above) completes the vessel. We have already described it in these columns, and have nothing to add to that description.

At high water on Saturday next, the new war vessel Miami will be launched at the navy yard. This is one of the new side-wheel steamers ordered by the Government. Tickets for the launch will be issued by Captain Turner, at the navy yard.

At the ship yard of Mr. John Lynn, below the navy yard, the new propellor for the Boston line of steamers is nearly fusished, and will be launched on Wednesday is nearly fusished, and will be launched on Wednesday. yard, the new propellor for the Boston line of steamers is nearly finished, and will be launched on Wednesday next. the is to be called the *Barton* we believe. After the *Barton* is fairly off the stocks, another pro-

Her for the same line will be come THE PHILADELPHIA AND ERIE RAILROAD—
THE LEASE CONFIRMED.—Yesterday morning the stockholders of the Philadelphia and Eric Railroad Companyheld a meeting at their office for the purpose of taking
action upon the proposed lease of the road to the Pennsylvania Bailroad Company.

The chair was taken by Hon. Ellis Lewis. Mr. Philip
S. Price acted as secretary.

The terms of the lease, as modified by the Boards of
Directors of the respective companies, were read by the
president of the Board of Directors, in a report coming
from the Board. The report concluded with a resolution
accepting the various acts of the Legislature relating to
the lease, and confirming and approving the lease and
contract, and the sale of the rolling stock to the Pennsylvania Railroad Company.

After the reading of the various papers relating to the
lease and contract, Judge Ives and Bir. Dillon were appointed tellers to take a stock vote upon the resolution
offered by the Board of Managers, to accept the acts of
the Legislature, and approve the lease and contract.

The meeting then took a recess until half past twelve THE PHILADELPHIA AND ERIE RAILROADthe Legislature, and approve the leads and contract. The meeting then took a recess until half past twelve o'clock, to allow time for taking the vote.

The meeting reorganized at the time named at the adjournment. The tellers reported that 27,515 votes had been cast, all of which were for the resolution; so the lease and contract were unanimously confirmed.

The meeting then adjourned sine die.

THE DEPUTY QUARTERMASTER GENERAL, Twelfth and Girard streets, desires to acknowledge the receipt of donations made to the army by the following receipt of donations made to the army by the following named persons, viz:

Noy 8, Mrs. Adam Warthman, 6 pairs socks; Miss S. E. S., 2 pairs socks; Miss N. F., 1 pair socks; A lady; 2 pairs socks; Mrs. John H. Westcote, 734 Pine street, 2 blankets; G. W. Barg, some lint and linen, and 6 pairs socks; Name unknown, 1 blanket. Nov. 9, Amelia Stites, 1304 North Eleventh street, 2 pairs socks; Mrs. E. K., Arch street, 6 pairs socks; Miss M. E. Wark, Chambersburg, Pa., 2 blankets; Miss S. L., and friends, 6 pairs socks; C. H. Y., 1 pair socks; W. Schollenberger, corner of Oxford and Clinton streets, 1 pair socks; C. and v. 2 quits. 4 inllow cases, a roll of linen, and 1 blandard. corner of Oxford and Clinton streeta, 1 pair socks; A 1ady, 2 quilts, 4 pillow cases, a roll of linen, and 1 blanket; Jos. Macforna, 10 pairs socks. Nov. 11, M. Y., 4 pairs slippers, and 1 pair stockings; Miss Emily Bell, 1115 Girard street, 1 pair socks; Miss Neumah, 4 pairs socks; Mrs. J. B. Neumah, 3 blankets; Name unknown, 4 pairs gloves, and some lint. Nov. 12, M. L. P., 1 pair socks; Mr. Page, 226 Church alley, 1 blanket; Chas. E. Lex., 3 pairs socks; Mrs. P. Horner, New Egypt, New Jersey, 2 pairs socks; Mrs. John Oakford, 4 pairs hospital shoes; Mrs. A. F. Pierie, 2 pairs socks; Mrs. B. Pierie, 2 pairs socks; Mrs. B. Pierie, 2 pairs socks; Mrs. B. South Fifth street, 2 pairs socks.

THE HEARING OF GILCHRIST.—Considerable interest attends the hearing of this man, which comes off on Saturday before U. S. Commissioner Hazlett. On that occasion testimony will be given, we understand, going to show that Gilchrist sent \$5,000 worth of primers, pistols, etc., to the South after the issue of the President's proclamation. Although he claims to be a British subject, Mr. Gilchrist will prescribeles in annuable to the commissions.

the writ of mandamus. Up to 1836, courts of Common Pleas had no right to issue writs of mundamus.

Mr. Hirst, after a few remarks, read from an act of February 3, 1843, showing that one associate judge of the Court of Common Pleas had the right to issue a writ of mandam Common Pleas had the right to issue a writ THE SPOT."

> INSTANT RELITE! STOP YOUR COUGH!

PURIFY YOUR BREATH! STRENGTHEN YOUR VOICE

SPALDING'S THROAT CONFECTIONS

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

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I advise every one who has a Cough, or a Husky Voice, or Bad Breath, or any difficulty of the Throat, to get a package of my Throat Confections. They will relieve you instantly, and you will agree with me that "they go right to the spot." You will find them very use ful 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.

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My Signature is on each package. All others are A package will be sent by mail, propaid, on receipt of Thirty Cents. Address

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NERVOUS HEADACHE.

CURES ALL KINDS OF HEADACHE

By the use of these Pills the Periodical attacks of Ner-bous or Sick Headache may be prevented; and if taken at the commencement of an attack immediate relief from pain and sickness will be obtained.

They seldom fall in removing the Naussa and Bead-ache to which females are so subject. They act gently Men, Students, Delicate Females, and all persons of sedentary habits, they are valuable as a Lastitive, improving the appetite, giving tone and vigor to the digestive organs, and restoring the natural class The CEPHALEC PILLS are the result of long investigation and carefully conducted experiments, having been in use many years, during which time they have pre-

vented and relieved a vast amount of pain and suffering from Hondache, whether originating in the assuces symtem or from a deranged state of the stomach. They are entirely vegetable in their composition, and may be taken at all times with perfect safety without making any change of diet, and the absence of any disagreeable state renders it easy to administer them to shildren.

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

PRICE, 25 CENTS. All orders should be addressed HENRY C. SPALDING,

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From the Examiner, Norfolk, Pa.
They have been tested in more than a thousand cases

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

From the Advertiser, Providence, E. I.

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

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

From the St. Louis Democrat.

The immense demand for the article (Cephalic Pilis) is rapidly increasing. From the Casette, Davenport, Iona.
Mr. Spalding would not connect his name with an article he did not know to possess real merit.

From the Advertiser, Providence, R. I.
The testimony in their favor is strong, from the mos From the Daily News, Newport, R. I. Cophalic Pills are taking the place of all kinds.

From the Commercial Bulletin, Boston, Mass. Said to be very efficacious for the headache. From the Commercial Cincinnati. Suffering humanity can now be relieved.

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

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INSURANCE COMPANY, PHILADELPHIA.
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PHILADELPHIA. MARINE INSURANCE.

To all Parts of the World. Treight,
INLAND INSUBANCES
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FIRE INSUBANCES On Merchandise generally. On Stores, Dwelling Houses &c., &c.

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ASSETS OF THE COMPANY, November 1, 1860. \$100,000 United States five per cent, Loan...\$100,00 United States six per cent. Treasury Notes, (with accrued interest,).... 110,463 & 100,000 Pennsylvania State five per cent. guaranted by the City of Philadelphia.

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1,200 30 shares Philadelphia Ice Boat and Steam Tug Company

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125 00 500 00 1,000 2 shares Continental Hotel Co.... \$568,700 par. Cost \$547,835 34. Market val. \$554,556 71 Bills Receivable, for Insurances made...... 171.884 49 eal Estate.....alances due at Agencies, Premiums on Ma-rine Policies, Interest, and other Debts due the Company.
Scrip and Stock of sundry Insurance and other (61,565 02 2.626 5

29,108 51 DIRECTORS. Samuel M. Stokes, J. F. Peniston, William Martin, Edmund A. Souder, Henry Sloan,
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s against LOSS OR DAMAGE BY FIRE, on
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27,900 00 Huntingdon and Broad Top Rairosa and Canal Co.'s mortgage loan.

Ground rent, first-class...

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Leases promptly adjusted and paid.

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DANIEL L. MILLER, President. SAMUEL E. STOKES, Vice President. JOHN W. HORNOR, Secretary. PIRE INSURANCE EXCLUSIVE-LY.—The PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1826. CHARTER PER-PETUAL. No. 510 WALNUT Street, opposite Independ-ance Square.

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This Company, favorably known to the community for thirty-six years, continues to insure against Loss or Da-mage by Fire, on public or private Buildings, either per-manently or for a limited time. Also, on Furniture, stocks of Goods, or Merchandise generally, on liberal serms.

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

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THREE THROUGH TRAINS.
On and after MONDAY, NOVEMBER 4, 1861, Passeeger Trains will leave FRONT and WILLOW Streets,
Philadelphia, daily, (Sundays excepted.) as follows:
At 6.40 A. M., (Express,) for Bethlohem, Allentown,
Mauch Chunk, Hazleton, &c.
At 2.48 P. M., (Express,) for Bethlohem, Easton, &c.
This train reaches Easton at 6 P. M., and makes a
close connection with the New Jersey Central for New
York,

At 5.05 P. M., for Bethlehem, Allentown, Mauch hunk, &c.
At 9 A. M. and 4 P. M., for Doylestown.
At 6 P. M., for Fort Wasningum.
The 6.40 A. M. Express Train makes close connection rith the Lehigh Valley Railroad at Bethlehem, being be shortest and most desirable route to all points in be Lablich coal serior.

ne Lehigh coal region.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 7.07 A. M., 9.18 A. M., and 5.33 , M. Leave Doylestown at 6.39 A. M. and 3.20 P. M. Leave Fort Washington at 6.50 A. M. ON SUNDAYS—Philadelphia for Fort Washington

to secure the above rates of fare.

All Passenger Trains (except Sunday Trains) connect at Borks street with the Fifth and Sixth streets, and Second and Third-streets Passenger Bailroads, twenty misond and Third-streets Passenger Bailroads, twenty misond and Third-streets Passenger Bailroads, twenty misond the streets Passenger Bailroads Bail nutes after leaving Willow street.

no4 ELLIS CLARK, Agent.

ABBANGEMENT OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON BAILROAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES. Plok Walkut-Street wearf and eensington defor.
WILL LEAVE AS FOLLOWS—VIZ: PARM

At 6 A. M., via Camden and Amboy, C. and A. Ac-At 6 A. M., via Camden and Jersey City, (N. J. Accommodation). Accommodation). 2 25
At 9 A. M., via Kensington and Januay City, Morahg Mall 3 00 At 12% P. M., via Camden and Amboy, Accommodation At 2 P. M., via Camden and Amboy, C. and A. Ex-press At 4 P. M., via Canden and Jersey City, Evening

leaving Easton for Manch Chunk at 3.35 P. M.)

For Mount Holly at 6 A. M., 2 and 4 P. M.

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

WAY LINES.

For Bristol, Trenton, &c., at 7.10 and 9½ A. M., 5½ 6.30, and 11 P. M., from Kensington, and 2½ P. M. from Walnut-street wharf.

For Falmyra, Biverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12½, 1, 5, and 5½ P. M. P.M.

Steamboat Trenton, for Bordentown and intermediate places, at 2½ P. M., from Walnut-street wharf.

For New York and Way Lines leaving Kensington Depot, take the cars, on Fifth street, above Walnut, half an hour before departure. The cars run into the

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

WM. H. GATZMER, Agent. WINTER AR-PHIA, WILMINGTON, AND BALTIMORE RAIL-BOAD.

On and after MONDAY, SEPT. 30, 1861,
PASSENGER TBAINS LEAVE PHILADELPHIA:
For Baltimore at 8.15 A. M., 11.35 A. M., (Express),
and 10.50 P. M. and 10.50 P. M.
For Chester at 8.15 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.

Leave Baltimore at 8.30 A.M. (Express), 10.15 A.M., and 4.45 P.M. Leave Wilmington at 7.30 and 11.38 A. M., 1.50 and 8 P. M. Leave Salisbury at 5.25 A. M. Leave Milford at 7.46 A. M. Dover at 9 A. M.

Leave Dover at 9 A. M. Leave New Castle at 7 and 11 A. M. Leave Chester at 8.20 A. M., 12.15, 2.25, and 8.40 P. M. Beave Baltimere for Salisbury and intermediate stations 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.

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.

ON SUNDAYS ONLY:

At 10.60 from Philadelphia to Baltimore.

At 10.60 from Philadelphia to Baltimore.
At 4.45 from Baltimore to Philadelphia.
se23-tf
S. M. FELTON, President. THE PENNSYLVANIA CENTRAL BAILROAD, 250 MILES DOUBLE TBACK. 1861. 1862.
THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.
THREE THROUGH PASSENGER TRAINS
BETWEEN PHILADELPHIA AND PITTSBURG.
CONNECTING direct at Philadelphia with Through Trains

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

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

Smoking Cars are attached to each Train; Woodruff's Siepping Cars to Express and Fast Trains. The

EXPRESS BUNS DAILY: Mail and Fast Lines Sun-

EXPBESS BUNS DALLY: Mail and Fast Lines Sundays excepted.

Mail Train leaves Philadelphia at 8.06 A. M.

Fast Line " 11.30 A. M.

Express train leaves " 10.30 P. M.

Parkesburg Accommodation 12.30 P. M.

Harrisburg " 2.30 P. M.

Lancaster " 4.00 P. M.

West Chester Passengers will take the Mail Train at 8 A. M., the Parkesburg Accommodation at 12.30 P. M., and the Lancaster Accommodation at 4 P. M.

Passengers for Sunbury, Williamsport, Elimire, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 8.00 A. M. and 2.30 P. M., go directly through.

Philadelphia at coop A. m. and according through.

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

For ealways as low, and time as quick, as by any The always as low, and time as quick, as by any other route.
For further information apply at the Passenger Station, Southeast corner of Eleventh and Market streets.
The completion of the Western connections of the Pennsylvania Railroad to Chicago, make this the DIRECT LINE BETWEEN THE EAST AND THE GREAT WEST

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

Marchants and Shippers aptrusting the transportation

gether with the saving of time, are advantages readily appreciated by Shippers of Freight, and the Travelling Public.

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

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

By Be particular to mark packages "via Pennsylvania Bailroad."

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

D. A. Stewart, Pittsburg.:

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

S. B. KINGSTON, Jr., Philadelphia.

MAGRAW & KOONS, 80 North street, Baltimore.

LEECH & CO., 1 Astor House, or I S. William st., N. Y. LEECH & CO., N. 77 State street, Boston.

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

L. L. HOUPT, Gen'l Ticket Agent, Phila.

E. LEWIS, Gen'l Sup't, Altoona, Pa. is3-ly

PHILADELPHIA

AND READING RAILROAD.

PASSENGER TRAINS FOR POTTSVILLE, BEADING, and HARRISBURG, on and after November 4, 1861.

MORNING LINES, DALLY, (Sundays excepted.)

Leave New Depot, corner of BROAD and OALLOWHILL Sireets, PHILADELPHIA, (Passenger entrances
on Thirteenth end on Callowhill stradts.) at 8 A. M., connecting at Harrisburg with the PENNSYLVANIA
RAILROAD 4.15 P. M. train, running to Pittsburg; the
CUMBERLAND VALLEY 1.50 P. M. train running to
Chambersburg, Carlisle, &c.; and the NORTHERN
CENTRAL BAILROAD 1.20 P. M. train running to Sunbury, &c.

AFTERNOON LINES. PHILADELPHIA

AFTERNOON LINES.

FROK PHILABREPHIA, mines.
To Phemisville. 23
Reading. 58
Lebanon. 88
Harrisburg. 112
Dauphin. 124
Millersburg. 142
Treverton Junction. 158
Sunbury. 139
Northumberland. 171
Lewisburg. 176
Milton. 183 Sunbury and Eric R. B.

PHILADELPHIA
AND READING BAILROAD
OO., (Office 227 South Fourth street.)
PHILADELPHIA, April 27, 1861.
SERSON TIOKETS.
On and after May I, 1861, season tickets will be issued
by this company for the periods of three, six, nine, and
twelve months, not transferable.
Beason school-tickets may also be had at 83 per cent.
discount.
These tickets will be sold by the Treasurer at No. 237
Bouth FOURTH Street, where any further information
can be obtained.
S. BRADFORD,
sp20-2

SALES BY AUCTION FURNESS, BRINLEY, & CO., No. 429 MARKET STREET. CLOSING SALE
OF SAXONY WOVEN DRESS GOODS.
MESSES, C. F. SCHMIEDER & CO. Wid sell, through FURNESS, BRINLEY, & CO.,

ON FRIDAY, Nov. 15, FIFTEEN HUNDRED PIECES SAXONY WOVEN DRESS GOODS, Now landing from steamer Berussia, comprising the best assurbment offered yet, and being the entire balance of the bearen's investigation. The attention of the trade is particularly called to this sale, as it is the intention of the owners to sell every lot. 750 PARIS LONG SHAWLS, ALL WOOL,

Now landing from steam On Friday Morning, November 15, at 10 o'clock— 250 extra quality entire new styles Paris wool long shawls, purble borders, warranted all wool.

250 cm cm brown borders,
250 cm cm brown borders,
N. P.—All new landing, and manufactured for the best 200 LOTS OF PARIS BONNET RIBBONS AND SILK VELVET RIBBONS.

On Friday Morning,
200 lets Nos. 4660 superior quality bonnet ribbons, of
the newest styles and nost desirable shades.
— cartons Nos. 1% to 50 superior quality black silk velvet ribbons. Also, DRESS GOODS,
— black embroidered brocade reps. — black embrouered brocate repe mohair checks, check reps. — fancy poplins and mohairs. — black twills, reps, and poplins. — 7-4 Colored coburgs. — 7-4 Prench merthos.

50 pieces 6-4 all-wool fine colored French merinos N F. PANCOAST, AUCTIONEER. Successor to B. Scott, Jr., 431 CHESTNUT St. SALE OF HOUSEHOLD FURNITURE, AT 719 SOUTH NINTH STREET, BELOW SHIPPENA This Morning,

November 14, commencing at 10 o'clock precisely, comprising superior parlor furniture, carpets, beds, bedding, kitchen utensils, &c. POSITIVE SALE OF GERMANTOWN FANCY KNIT GOODS, HOSIERY, &c., by catalogue. On Friday Morning, November 15, at 10 o'clock precisely.

Included will be found—

Included will be found—

Included will be found—

Industry, misses, and children's fancy wool knit hoods, Sontage, nublas, cloaks, coats, allowes, and saltors; gents, and boys searts and comforts; children's laney and white wool hose; ladies, and misses, plat-mixed and UMBRELLAS.

30 cases superior Scotch gingham umbrellas, M. FITZPATRICK & BROS. AUCTIONEERS, SALE ON (FRIDAY) MORNING, NOVEMBER 15, AT 104 O'CLOCK,
Of fancy goods, stationery, clocks, watches, jewelry, ullery, silver-plated ware, sewing-machines, &c. SALES EVERY EVENING, SALES EVERY EVENING.
At 7 o'clock, of books, stationery, and fancy goods, watches, jewelry, clocks, silver-plated ware, outlery, paintings, musical instruments, &c.
Also, hosiery, dry goods, boots and shoes, and merchandise of every description.

DAY SALES

Every Monday, Wednesday, and Friday, at 10 o'clock
A.M.

PRIVATE SALES. PRIVATE SALES.

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

Consignments solicited of all kinds of merchandise, for

of their public or private sales.

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

orner of SIXTH and BAOE Streets.

AT PRIVATE SALE,
AT PRICES TO SUIT THE TIMES.

The following articles will be sold for less than half the usual selling price:
Fine gold hunting-case, double-case, and louble-bottom English patent lever watches, of the most approved and best makers; fine gold double-time English patent lever watches; independent seconds lever watches; fine gold hunting-case and open-face escapement lever and lepine watches; horizontal and duplex watches; fine most approved and best makers; double-bottom English patent lever, escapement lever, and lepine watches, of the most approved and best makers; double-case and open-face silver watches; silver quartier and single-case watches, fine gold vest, neck, fob, and guard chains; diamond finger-rings and breast-pins; ests of fine gold jewelry; gold breast-pins, ear-rings, finger-rings, brace-lets, penoil-cases, pens, and jewelry of overy description; guns, pistols, musical instruments, piano-fortes, and articles generally.

MONEY TO LOAN. Money advanced liberally, for any length of time agreed upon, on gold and silver plate, diamonds, watches gewelry, fowling-pieces, nunical instruments, dry goods clothing, groceries, hardware, cutlery, furniture, bed-Liberal cash advances made on all articles consigned for sale. Personal attention given to all out-door sales. CONSIGNMENTS AND OUT-DOOR SALES SOLE

MACHINERY AND IRON. PENN STEAM ENGINE PENN STEAM ENGINE AND BOILER WORKS.—NEAFIES LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER. MAKERS, BLAOK. MEERS, MACHICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACK.

SMITHS, and FOUNDERS, having, for many years, been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boats, Water Tanks, Propellers, &c., &c., respectfully offer their services to the public, as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary, having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description Pattorn making made at the shortest notice. High and Low Pressure, Fine, Tubular, and Cylinder Boilers, of the best Pennsylvenia charcost iron. Forgings, of all the scriptions; 2001 Turning, Screw Cutting, and all other work connected with the above business.

Drawings and Specifications for all work done at these establishment, free of charge, and work guarantied.

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

raising heavy or light weights.

JACOB U. NHAFIR,

JOHN P. LEVY,

jel4-tf BEACH and PALMER Streets. J. VAUGHAN MERRICE, JOHN M. GOPM, HARTLEY MERRICE VILLIAM H. MERRICE, COUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS,

PHILADELPRIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

Manufacture High and Low Pressure Steam Engines,

for land, river, and marine service.

Boilers, Gasometers, Tanks, Iron Bosts, &c.; Castoad Stations, &c.

Retorts and Gas Machinery of the latest and most Betorts and Gas Hachnery of the latest and most improved construction.

Every description of Plantation Machinery, such as Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, &c. Sole Agents for N. Rillieux's Patent Sugar Bolling Apparatus; Nesmyth's Patent Steam Hammer, and Aspinwall & Wolsey's Patent Centrifugal Sugar Draining Machine.

RAILROAD LINES. FALL AND WIN-TER ARRANGEMENT. PHILADELPHIA, GERMANTOWN, and NORBIS-TOWN BAILBOAD.

TIME TABLE.
On and after Monday, October 28, 1861, until further notice.

FOB GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10 05, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 \(\chi, \) and 11 \(\chi, \) P. M.

Leave Germantown, 6, 7, 7\(\chi, \) 8, 8\(\chi, \) 9\(\chi, \) 11\(\chi, \)

A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9\(\chi, \) 11 P. M.

The 8\(\chi, \) A. M. train from Germantown stops at Duy's and Tiescush.

The 3% A. M. train from Galland and Tioga only. ON SUNDAYS.

Leave Philadelphia, 9.05 A. M., 2, 7, and 10% P. M.

Leave Germantown, 3.10 A. M., 1, 6, and 9% P. M.

CHESTNUT HILL RAILBOAD. Leave Philadelphia, 6, 9, 11, A. M., 2, 4, 6, 8, and 10 k Leave Chestnut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 3.40, Leave Chestnut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 3.40, 5.40, 7.40, and 9.10 P. M.

ON SUNDAYS.

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

Leave Chestnut Hill, 7.50 A. M., 12.40, 5.40, and 9.10

P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia, 6%, 9.05, 11.05 A. M., 1%, 8.06, 4%, 6.05, and 8.06 P. M.

Leave Norristown, 7, 8, 9, 11 A. M., 1%, 4%, and 6 P. M.

F. M. ON SUNDAYS.

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

Leave Norristown, 7 ¼ A. M., 6 P. M.

FOR MANAYUNK.

Leave Philadelphia, 6 ¼, 9, 11 A. M., 1 ½, 3.05, 4 ½, 6,05, and 8.05 P. M.

Leave Manayunk, 6 ½, 7 ½, 8 ½, 9 ½, 11 ½ A. M., 2, 5, and 6 ½ P. M. on SUNDAYS.

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

Leave Manayunk, 7 & A. M., 5 % and 8 P. M.

H. K. SMITH, General Superintenden

oc28-ff Depot NINTH and GREEN Streets.

ELMIRA ROUTE.—
PHILADRIPHIA AND RIMI-BA BAILROAD.
QUICKEST ROUTE to Tamaqua, Catawissa, Rupert,
Wikesbarre, Scranton, Danville, Milton, Williamsport,
Troy, Raiston, Canton, Elmira, Buffalo, Niagara Falls,
Rochester, Cleveland, Detroit, Toledo, Chicaga, St.
Louis, Milwaukee, and all points North and West.
Passenger trains will leave the new Depot of the Philadelphia and Reading Railroad, corner BROAD and
CALLOWHILL Streets, (Passengers entrance on Callowhill street,) daily, (Sundays excepted), for above

DERTE, PITTEON, SCIENTOUR, and all stations on the LACK-AWANNA AND BLOOMSBURG RAILHOAD.

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

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

Tickets can be procured at the Philadelphia and Etmira Railroad Line's Ticket Office, northwest corner of SIXTH and OHESTNUT Streets, and at the Passenger Depot, corner THIRTEENTH AND CALLOWHILL.

THROUGH EXPRESS FREIGHT TRAIN.
Leave the Philadelphia and Reading Depot, Broad and Callowhill streets daily, (Sundays excepted), for all boints West and North, at 6 P. M.
Freights must be delivered before 3 P. M. to insure their going the same day.

For further information apply at Freight Depot, THIRTEENTH and CALLOWHILL, or to

G. T. LEONARD, Agent,
Northwest corner SIXTH and OHESTNUT Streets, applest.

WEST CHESTER AND PHILADELPHIA BAIL-BOAD. VIA MEDIA. FALL ARRANGEMENT. FALL ARRANGEMENT.

On and after MONDAY, Sopt. 2d, 1801, the trains will leave PHILADELPHIA, from the Depot. N. E. corner of EIGHTEENTH and MARKET Streets, at 8 and 10.30 A. M., and 2, 4.30, and 7 P. M., and will leave the corner of THIRTY-FIRST and MARKET Streets, (West Philadelphia,) at 17 minutes after the starting time from Eighteenth and Market streets.

ON SUNDAYS.

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

Se2-ty General Superintendent.

WEST CHESTER
BYLVANIA RAILBOAD, leave depot, corner ELEVENTH and MARKET Streets, at 8 A. M., 12.30 noon,
and 4 P. M. no2-tf

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

E. S. SANDFORD,

General Superintendant.

SALES BY AUCTION. THOMAS & SONS,

M. Nos. 139 and 141 South FOURTH Street. (Formerly Nos. 67 and 69.) PUBLIC SALES REAL ESTATE AND STOCKS, AT THE EXCHANGE, EVERY TUESDAY, at 12 o'clock noon, during the business season.

BEAL ESTATE AT PHIVATE SALE. MEAL ESTATE AT PHIVATE DADE.

We have a large amount of real estate at private sale, including every description of city and country property. Printed light may be had at the Auction Store. EIGHTH FALL SALE-NOVEMBER 28. This will include—
Orphans' Court Safe—Estate of Elisha McCarty, dec'd,
THEKE-TORY BRICK BUILDING, Richmond treet, Nineteenth ward. Same Estate.—LOT OF GROUND AND FRAME SHED, Salmon street, northeast from William stree Single Suming arrest, normous from white an electric sard.

Same Estate—LOT OF GROUND AND FRAME SHED, Richmond street, Nineteenth ward.

VALUABLE RESIDENCE, No. 1117 Walmut street, between Eleventh and Twelfin. Has the modern conveniences, &c. Clear of all incumbrance. Terms—\$10,000 nny remain on mortgage. Executors' Peremptory Sale—Estata of Bolomon Jones, Executors' Percupory Sate—Listate of Solomon Jones, deceased. VALUABLE LOT OF OVER 30 ACRES OF LAND, opposite the property of Charles Henry Fisher, Eq., with fronts on Oak lane and Second street road. The neighborhood is a very desirable one, a number of element country scats in the fimated ato vicinity, and within half a mile of Oak-lane station, North Pennsylvania, Railroad.

THREE STORY BRICK DWELLING, No. 425 South Broad street, above Lombard. Has the gas introduced, bath, &c. 83,200 may remain. Immediate possession. VALUABLE BUILDING LOT, south side of Sansom street, west of Thirteenth street. 24 feet front, 80 feet BALE OF SUPERIOR FURNITURE, PIANO-FORTE,
4 SUPERIOR SEWING MACHINES, 2 BAGATELLE TABLES, BHLIARD TABLE, IRON
RAILING, CHINA AND GLASSWARE, BRUSSKLS
AND OTHER CARPETS.
CAR Is.—Our Sale this morning at the Auction
Store, will comprise, busides 600 lois of superior secondhand furniture, Piano-forte superior sewing machine,
made by Ladd & Webster; d.s. by Singer & C.; do. by
Sloat; do. by Uhlinger, all in perfect order; 25 feet fron
rating, superior billiard table, 2 superior logatelle tables,
volvet and Brussels carpets, china and glussware, beds
and bedding, &c., forming an attractive sale, to which we
invite the attention of ladies and others desirous of purchasing. Catalogues now ready, and the articles arranged

or examination Sale at Nos. 139 and 141 South Fourth Street.

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

This Morning,
At 9 o'clock, at the Auction Store, the superior furnifurniture, piano-fortes, mirrors, Brussels and other carpots, &c., from families declining housekeeping, removed
to the efore for convenience of sale.

By Chinlogues ready the day previous to sale,
Also, a superior sewing machine, by Ludd & Webster.

""
Singer & Co.

Singer & Co. Also, 35 feet of iron railing.

Also, a superior sewing machine, made by Uhlinger, in perfect order. Sale No. 1214 Bace Street.

SUPERIOR FURNITURE, ROSEWOOD PIANO, MIRRORS, FINE OIL PAINTINGS, TAPESTBY VELVET CARPETS, &c.

On Friday Morning,

15th instant, at 10 o'clock, by catalogue, at No. 1214

Race street, the superior furniture, resewood 7-octave
piano-forte, by Schomaker & Co., fine French-plate mirrore fine oil naturings, handleana tapestry velvet carrors, fine oil paintings, handsome tapestry velvet car-May be examined at 8 o'clock on the morning of

SALE FOR ACCOUNT OF UNITED STATES—WOOL, COTTON, AND LEATHER CUTTINGS.
On Saturday Morning,
16th inst., at 11 o'clock, at the Auction Store, 4,239
Ibs sky-blue kersey cuttings; 4,048 lbs dark blue do.;
755 lbs list: 1,380 lbs cotten do.; 1,786 lbs cotton and wool; 3,317 lbs mixed; 7,300 lbs sole leather; 11,000 lbs upper leather. upper leather.

May be examined two days previous to sale. DHILIP FORD & CO., AUCTION-EEBS, Nos. 525 MARKET and 522 COMMERCE

POSITIVE SALE OF 1,000 CASES BOOTS, SHOES, BROGANS, AND GUM SHOES.

This Morning,

Nov. 14, at 10 o'clock precisely, will be sold, by catalogue, 1,000 cases men's, boys', and youths' calf, kip, grain, and thick boots; calf, and kip brogans, Congress gaiters, Oxford ties, gums shoes, &c.; youman's, misses', children's calf, kip, goat, morocco, and kid heeled boots and shoes, gaiters, slippers, buskins, &c.

Also, a large assortment of first-class city-male goods.

The property of the catalogues, early on the morning of sale. the morning of sale. POSITIVE SALE OF 1,000 CASES BOOTS, SHOES, POSITIVE SALE OF 1.000 CASES BOOTS, SHOES, BOGANS, AND GUM SHOES.

On Monday Morning,

Nov. 18, at 10 o'clock precisely, will be sold, by catalogue, 1,000 cases men's, boys, and youths' call, kip, grain, water-proof, and thick boots, brogans, gaiters, Oxford ties, and gum shoes; women's, misses', and childron's calf, kip, goat, kid, and morocco heel boots and shoes, gaiters, slippers, buskins, &c. Also, a large assortment of first-class city-made goods.

**Foods open for examination early on the morning of sale, with catalogues.

MOTELS. ST. NICHOLAS HOTEL, BROADWAY, NEW YORK.

BOARD REDUCED TO \$2 PER DAY. Since the opening of this wast and commundious Hotel, in 1854, it has been the single endeavor of the proprietors to make it the most sumptuous, convenient, and comfortable home for the citizen and stranger on this side the Aliantic. Ailantic.

And whatever has seemed likely to administer to the comfort of its guests they have endeavored, without regard to cost, to provide, and to combine all the elements of individual and social enjoyment which modern at has invented, and modern taste approved; and the patronage which it has commanded during the past six years is a gratifying proof that their efforts have been appreciated. To meet the exigencies of the times, when all are re-quired to practise the most rigid economy, the under-

EGNED THE PRIOR OF BOARD TO
TWO DOLLARS PER DAY,
at the same time abating none of the luxuries with which
their table has hitherto been supplied.

867-3m TREADWELL, WHITCOMB, & CO. A CARD,—THE UNDERSONAL A late of the GIRARD HOUSE, Philadelphia, have leased, for a term of years, WILLARD'S HOTEL, in Washington. They take this occasion to return to their washington. CARD.—THE UNDERSIGNED

Washington. They take this occasion to return to their old friends and customers many thanks for past favors, and leg to assure them that they will be most happy to see them in their new quarters.

SYKES, CHADWICK, & CO. LEGAL. TN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of LOUIS MERIAM, deceased.
Notice is hereby given that MARIE MERIAM, widow of suid decedent, has filed in said Court her pe-

tition and appraisement of the personal estate which she elects to retain under the acts of April 14, 1851, and April 8, 1850, and that the same will be approved by the said Court, on FRIDAY, November 15, 1861, unless he said Court, on Francis, acceptions are filed thereto.

FREDERICK HEYER,

Attorney for Petitione IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of DANIEL E. GRAFBER, deceased.
Notice is hereby given that the widow of said decedent has filed in the said Court her petition and appraisement of the personal estate which sibe elects to retain under the acts of April 14, 1851, and April 8, 1859, and that the same will be approved by said Court on FRIDAY, November 15, 1861, unless exceptions are filed thereto.

FREDERICK HEYER,
Autority for Petitioner.

no4-m&th 4t* Attorney for Petitioner IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADEL-PHIA.
Estate of JANE ELIZA JONES, deceased. Estate of JANE ELIZA JONES, deceased.

RICHARD S. COXE, of Richmond, Virginia, will please
take notice that a petition has been presented to the Orphans' Court for the city of Philadelphia, praying
said Court to decree that the letters testamentary
granted to, him shall be declared void, and that an Administrator c. t. a. shall be appointed. Said petition will
be heard on FRIDAY, November 15, 1801, at 10 o'clock
A. M.

LEWIS D. VAIL,
no7,14-2t

Attorney for Petitioner.

SHIPPING. LIVERPOOL, NEW AND PHILADELPHIA STEAMSHIP COMPANY.

NOTICE TO PASSENGERS.

By order of the Secretary of State, all passengers leaving the United States are required to procure passenger ports before going on board the steamer.

NOTICE TO PASSENGERS.

WEEKLY COMMUNICA-WEEKLY COMMUNICA-TION BY STEAM BETWEEN NEW YORK AND LIVERPOOL, calling at QUIRENS-TOWN, (Ireland,) to land and ambark passengers and

BATES OF PASSAGE Certificates of peasage issued from Queensown to New
York
These steamers have superior accommodations for peasengers, are constructed with watertight compariments, and carry experienced Surgeons.
For freight, or passage, apply at the office of the Company,

111 Walnut street, Philadelphia.
In Liverpool, to WM. INMAN,
Towar Rulldings.
In Glasgow, to WM. INMAN,
ap3-if

13 Dixon street.

THE BRITISH AND NORTH AMERICAN BOYAL MAIL STEAM-PASSPORTS.—All persons leaving the United States will require to have PASSPORTS from the authorities of their respective countries, countersigned by the Secretary

The ships from Boston call at Halifax and Cork Harbor.

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

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

AFRICA, Shannon, leaved N. York, Wadneaday, Nov. 6.
AMERICA, Judkins.

N. York, Wadneaday, Nov. 13.
PERSIA, Judkins.
N. York, Wedneaday, Nov. 20.
NIAGARA, Moedie,
N. York, Wedneaday, Nov. 20.
NIAGARA, Moedie,
N. York, Wedneaday, Nov. 20.
ASIA, Lott,
N. York, Wedneaday, Nov. 20.
The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jawelry, Precions Stones, or Metals, unloss bills of lading are signed therefor, and the value thereof therein expressed. For freight or passage, apply to

B. CUNARD,
NARD,

H. G. Wadneaday, Nov. 20.

B. CUNARD,

E. CUNARD,

B. COLLARD,

B. CUNARD,

B. CUNARD,

B. CUNARD,

B. COLLARD,

B. CUNARD,

B. COLLARD,

B. COLLARD,

B. COLLARD,

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B. CUNARD,

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B. COL

sage, apply to
mb4-tf
4 BOWLING GREEN, New York. TNGOT COPPER.—30,000 lbs best

quality Lake Superior Inget Copper, in store, and for sale in lots to suit purchasers at GEORGE F. WOMBATH'S, no2-stuth6t OLD LEAD—8 barrels just received per schooner Amalia, for sale by
JAVRETCHE & CARSTAIRS.
07 202 and 204 South FRONT Street.