Continued from First Page. their ammunition exhausted, the garrison evacuated Fort Walker between three and four o'clook, retiring in the direction of Bluffton, leaving the guns in position and unspiked, having no spikes for that In the course of the morning and previous night. In the course of the considerable reinforcements of infantry and artillery, from Georgia and South Carolina, had arrived at litton Head, and were stationed in, or in the vicially of the batteries; but we are unable at prethe battle.
Cont. Jacob Reed's artillery corps, of the First Georgia Regiment of regulars, arrived at the scene of action on Wednesday night, and on yesterday took gallant part in the fight. Four or five of his men were killed early in the action. The corps men were killed early in the action. The corps lost two of their guns and several horses.

Col. Randolph Spaulding's Georgia volunteer regiment, commanded by Captain Berry, were also in the engagement. They were marched to the beach, and received a galling fire of round-shot and shell from the fleet, which, however, they were upshile to return with their muskets.

shell from the ficet, which, however, they were unable to return with their muskets.

Of the Floyd county Berry Infantry, James S. Ayres and Second Surgeon Wm. H. Perkins received slight wounds.

Col. Wm. H. Styles' Volunteer Georgia Regiment reached the seene of action at 11 o'clock, having marchedfrom Skidaway, seven and a half miles distant, at the double quick. But they were also unable to fire on the fleet, which were out of range of their guns. The regiment had several killed and wounded by shells from the fleet. Our informant states that Col. Syles had two horses shot under him, and in the fall of one of them received a slight isjury in the shoulder. The colonel and his regiment is the shoulder.

him, and in the fall of one of them received a slight injury in the shoulder. The colonel and his regiment were at one time exposed to a terrific shelling from the ships, and it is only surprising that more of them were not killed and wounded.

Col. Randolph Spaulding, not being in command of his regiment, joined a corps belonging to another regiment, and engaged in the fight as far as it was possible for the infantry to participate in it, with musket on his shoulder.

Between 11 and 12 o'clock twelve vessels engaged the forts, five of them first-class steam frigates, and the other seven were second-class steamers, with a tug leading. The tug opened fire on gates, and the other set of week extended as steam ers, with a tug leading. The tug opened fire on our infantry, stationed some distance from the beach. One of the frigates, the Minnesota, at a distance of two miles, also threw shot and shell at ne intantry. Our informant assures us that seven Dahlgren guns, from one of the frigates, fired many shots on the hospital, containing our wounded, hitting the building several times, notwithstanding the yellow fing was flying. The surgeons were compelled by this barbarous act to have our wounded removed further into the interior.

The Minnesota is reported to have been on fire three times from hot shot thrown from the batteriors. s, from one of the frigates, fired many shots on

teries.
Colonel Spaulding's regiment lost all its baggage, We understand that the loss on our side is about twelve killed and forty wounded. Among the latter is Captain J. A Yates, of Charleston, who was seriously injured by the bursting of a shell. Dr. Buist, of Greenville, S. C., was instantly killed by a Lall stabling a him on the head a shell striking him on the head.

We have no positive information from the Bay
Point battery, further than that it was silenced at
eleven o'clock. We hear that it suffered serious

eleven o'clock. We hear that it suffered serious loss. It is reported that the garrison retired in safety to Beaufort. Of Colonel De Saussure's Regiment, stationed at Fort Walker, four were killed at the batteries and twenty wounded. We understand that the Confederates lost no prisoners except perhaps one or two from Colonel De Saussure's Regiment. The killed were covered with blankets and left. The wounded wers all placed on board of steamers, and will arrive in Savannah to-day. The abandoned batteries were taken possession of by the enemy, and the United States flag waved over them as our troops retired.

The Charleston Morenry of the 9th publishes a leader, with startling head-lines, large capitals, "Naval Attack on Port Royal-Batteries Abandoned-The Enemy in full Pos-

"We are in the midst of a mass of conflicting rumors which reached us yesterday from Port Royal. Early in the day it was generally believed that the abandonment of Fort Walker was owing to the supply of powder becoming exhausted. Our latest despatches are not very different, but very morfifying. They state that the fort was gallantly held by its defenders until twenty-seven of its battery of twenty-nine guns had either been dismounted or rendered useless." ismounted or rendered useless "There is no doubt that the fleet will succeed in

the capture of an immense amount of cotton of the best quality. We understand that our forces have placed formidable obstructions in the river four miles below Beaufort. General Lee is hard at work near Beaufort, and General Ripley at Boyd's Landing, for the defence of the Charleston and Tennessee Railroad." Cennessee Railroad.

A despatch, dated Pocataligo, November 8, says:

"General Drayton retired in two steamers, by
Pipe's ferry, and is now at Bluffton. The number of casualties he reports from thirty to forty.

"General Donovan retreated by way of Ladies' island and Beaufort to Port Royal ferry. Beaufort had not been burned as was reported. It contained an immense deal of cotton, but it is well known that Bluffton would be burnt in case it was attacked. The railroads at Pocataligo, Charleston,

and Savannah are in the greatest danger."
No Quarter to the Enemy. AUGUSTA, Ga., Nov. 11.—A report has been current here, for the past day or two, that black flags have been hoisted at Savannah, Charleston, and other places, indicating that no quarter will be given to the invaders and no quarter will be asked. Full and we will be the force of subjects in this town who must receive the force of cur venom. Call early at the Hole, and hear the Big Snake. Little Snakes, keep your eyes open, and bring in a list of those unfriendly to our holy cause. By order of the Big Rattle. Nov. 13."

THE REBELLION.

AFFAIRS IN KENTUCKY. GEN. NELSON'S GREAT VICTORY A DESPERATE FIGHT.

400 REBELS KILLED, AND FROM 2,000 TO 4.000 TAKEN PRISONERS.

GEN. BUCKNER'S FORCE WAR IN MISSOURI.

HUNTER NOT TO CHASE PRICE.

THE CONDITION OF GEN. PRICE'S ARMY.

INTERESTING SOUTHERN NEWS. THE BURNING OF THE RAILROAD

BRIDGES IN TENNESSEE.

Consternation Among the Rebels.

A NARROW ESCAPE OF GEN. POLK. THE REBELS THREATEN TO HANG COL.

CORCORAN AND OTHER OFFICERS.

AFFAIRS IN KENTUCKY.

General Nelson's Victory at Piketon. CINCINNATI, Nov. 14 .- We are still without the full particulars of General Nelson's great victory în Kentucky. The following is all that is as yet known regarding

After occupying Prestonburg, General Nelson proceeded toward Piketon, and commenced an engagement with the rebels at about four o'clock on Friday afternoon. The fight continued till night, and both armies slept on their arms.

On the next morning the battle was renewed and continued till ten o'clock A. M., when the rebels unconditionally surrendered. The loss of the rebels amounted to 400 killed, while the number of prisoners is variously esti-

mated at from 2,000 to 4,000. The rout was complete, and it is probable that the whole of Gen. Williams' forces will be taken in the mountain gorges.

How Many Troops Kentucky Has Fur-hished. The Frankfort (Ky.) correspondent of the Louisville Journal, writing from that city, under date of November 10th, says:

of November 10th, says:

"The previous estimates of the number of soldiers furnished by our State for the war, as presented to the renders of the Journal, are substantially correct. There were in camp up to November 8th, as reported to the Military Board, 17,200 recruits; four regiments, aggregating 4,000, at Camp Dick Robinson; 2,000 men with General Rousseau, and the Louisville Provost Marshal's force of 500; in all, 23,700 men in the State. To these should be added 1,000 in the two regiments now in Western Virginia; 1,000 silliated in other States, and about 300 for the regular army at Newport Barracks. This gives a total of 26,000 now ready. There are forty-three fractional regiments in process of formation, and, by consolidation, about twenty full regiments will be furnished this week, and I have no doubt that, as soon as the contractors send forward supplies of clothing, and arms can be procured, ten or twelve more regiments will be casily raised.

will be casily raised. Bückner's Force.

The Louisville correspondent of the Cincinnati Times, writing under date of November 10, says: A gentleman, just from Bowling Green, says Buckner's force at that point is not over 12,000, and has at no time exceeded 25,000. That may be true of Bowling Green itself; but another gentleman, from the vicinity of Rocky Hill, twenty-four miles this side of Bowling Green, reports 3,000 men there. There are several thousand at Hopkinsville, and no doubt the rebel force is posted at various points along the railroads from Bowling Green to the Tennessee line. There can be little doubt that Buckner has under his command in Southern Kentucky, east of the Cumberland and west of the mountains, some 50,000 men, unless his force has been drawn upon for reinforcements, for other columns, that under Zollicoffer or at Columbus, for instance, or to be sent to resist the

nections running just to the rear of their position, can transfer their troopsrapidly from point to point, so as to meet any isolated advancing column with overwhelming numbers. But a well-concerted general advance at all points could not be resisted after that manner of strategy. We should drive in their lines somewhere, and, once through their lines, we should discover the weakness of the hold the rebellion has upon the hearts of the Sonthern the rebellion has upon the hearts of the Southern

The Battle at Woodbury. The same correspondent says:

The late actions on Green River appear to have been rather under than overrated in their importance by the first reports. It is said that the sound of our cannon at Woodbury could be distinctly heard at Bowling Green; and the routed and terribly affrighted rebels fled precipitately to head quarters, reporting the number of the advancing Hessians at 10,000. The prisoners taken in that skirmish expressed their surprise to find them selves in the hands of a force consisting exclusively of the brave Kentuckians whom they had come to deliver from the hands of their Lincolnite Abolition oppressors. They acknowledged they had been deceived in regard to the temper of the people of Kentucky, having expected to be received with a very different sort of welcome. The same correspondent says:

THE WAR IN MISSOURI.

Gen. Hunter not to Chase Price. The Springfield correspondent of the St. Louis Democrat, under date of Nov. 7, writes thus: General Hunter deems that any chase after Price through the sterile country to the south of us would prove futile, and lead the army, besides, far away from the vital regions of Secessia towards which it should properly strike. The enemy is now encamped on Crane creek, and some think it is their evident intention to give us battle there. If they do really desire to try their strength with us at this point, they need rest under no uneasiness lest we fail to give them an opportunity. But if, as is anticipated, the valient rebel leaders upon our approach again seatter the country was a valient to the country was a val again scatter, the country may expect to hear that the major portion of the army is transferred to ano-ther base of operations. Grane creek, the position at which some of our officers think the enemy will at which some of our officers think the enemy will make a stand, is represented as a strong position, which could be well defended. On August last it was selected by the rebels as the point to fall back upon, should they meet with a reverse in their encounter with Gen. Lyon. The ground, however, is well known to some of our officers, and is therefore open to some objection. It is also thought that the bluffs on which their batteries are planted could be readily reached by the shot and shell from could be readily reached by the shot and shell from our rifled cannon. Crane creek is about 35 miles distant from this point. [Subsequent information places the main body of Price's army at Cassville.] The correspondent of the Republican, writing from Springfield, under date of November 8, says: from Springfield, under date of November 8, says:
Nothing new here, and the camp very quiet, though anxious to know in which direction the next military movement will be. A grand military council was held at headquarters yesterday, in regard to the future conduct of the campaign, when the question of a forward or retrograde movement was extensively discussed. No decision was arrived at, but it is understood that General Hunter will make it known some time. The general opinion is that the army will return to Sedalia in a day or two, and thence to St. Louis and down the Mississippi; while others, who assume to know, declare that Hunter will speedily advance to Cassville, where Price's army is now encamped.

where Price's army is now encamped.

The Condition of Price's Army. Several persons who had been captured by Price's army have arrived in Springfield, and give the following account of the condition of the rebel general's army :

ral's army:

The released prisoners say they were generally well treated by the rebels; but that some of the privates insulted and threatened them. They reached Cassville on the Tuesday following the fight. Price and McCulloch, the Guards think, have about 30,000 men, and some four or five thousand Indians, though the prisoners saw none.

The rebel artillery is probably about thirty pieces, Price having received twelve cannon recently from Memphis, whence they are obtaining other supplies. Price having received twelve cannon recently from Memphis, whence they are obtaining other supplies. The Secession army is wretchedly clothed, and a great many are nearly barefooted. They have no uniforms, and we cannot distinguish the privates from officers, who have no control over the men. The rebel troops have no discipline, and are determined to fight as individuals. Price, if we reach Cassville will probably retreat further, and take his stand on Granc creek. The rebels have no intention of meeting us in open field, believing that our artillery would defeat them. They intend to fight us in the guerilla fashion.

The Secession forces have an abundance of beef and soft bread at present, with a little salt, but they will soon have trouble in foraging successfully. They declare that Gens. Johnston and Hardee have been marching for some time past on St. Louis,

been marching for some time past on St. Louis, and they believe that your city is now in the hands of the rebels, which is the general opinion in the Southern army.

The privates talk of capturing Springfield in a few days, but it is believed that the leaders have A large number of the Missouri State Guards told our prisoners that they were tired of the war, and would gladly return home if they could, but are deterred by believing that they will be shot or hanged by our Government.

The rebels assume to think they can easily whip The rebels assume to think they can easily wang us, but the leaders evidently entertain a grave doubt of the question. They have a few muskets, but do not like them, preferring their shet guns and rifles. They say they expect fifteen thousand men from Arkansas, and intend to winter in St. Louis. There are not more than four or five thousand.

NEWS FROM THE COUTU

The Burning of Railroad Bridges in Tennessee, NASHVILLE, Nov. 12. - Five railroad bridges were burnt in East Tennessee on Friday night by Unionists-two on the Georgia State Road, over Chickamauga creek, Hamilton county, and on the East Tennessee and Georgia railroad on Hiawassee river, Bradley county. Five minutes after the guard passed through, the whole bridge was in flames, showing the use of combustible material. Two were burned on the Tennessee and Georgia

railroad on Lick creek, Green county, and another over the Holston river, Sullivan county. The guard at Lick creek were unarmed, and they were over whelmed, tied, carried away and kept till during the day. On Saturday three men were arrested whom the guard identified. The bridge on Holston river was not guarded; it was thought unnecessary to guard it. Sullivan county being strongly Southern. The bridge over Holston river is at Strawberry Plains. In Jefferson county a bridge was fired, but was put out by the people. One of the guard had his hand cut off and his skull fractured. There are indications that one incendiary has been Gentlemen just from East Tennessee report great

excitement in consequence. It was evidently a preconcerted plan. The loss is heavy, and will cause great inconvenience and delay. Matters in East Tennessee are regarded as in a critical condition, and much anxiety is felt for Zollicoffer.

SAVANNAH, Nov. 12.—The Republican of this morning is informed by a gentleman from the interior, that the bridges over the Chickamauga creek were burned by the discharged hands, and not by the Unionists as stated.

Bacon is selling at thirty cents per pound at Louisville, No. 14.—The Journal has information confirming the report that the long and costly railroad bridge, just this side of Nashville, has been burned. The announcement has caused great alarm and trepidation in the rebel camp at Bowling Green.

Dreadful Accident at Columbus, Ky. Columbus, Ky, Nov. 12.—A Dahlgren gun exploded here yesterday, killing two lieutenants and six privates. Gen. Polk narrowly escaped, a portion of his clothes being torn off.

More Federal Prisoners Sent from Rich-The Richmond Examiner says. The Confederate prison authorities expect to despatch another lot, say two hundred and fifty Yankee prisoners, down South this morning. Their destination will be Columbia, S. C. The policy of scattering the Yankees in different seations of the Confederaby, where they will be enabled to get even partial views of the workings of our system, will commend itself to the judgment of reflecting people. mond.

Refugees from Dixie. FORTRESS MONDE, November 13.—A flag of truce from Norfolk to-day, brought down some thirty passengers, all of whom said that they were leaving Dixic on account of the high price of living and the unsettled state of society. All their baggage was searched, but only three Southern papers were found.

The New Orleans papers of October 25th, 26th, and 27th have been received in Boston. They contain the following items :

tain the following items:

The Bulletin censures the affectation of indifference of the Confederates toward France and Great Britain, and shows the importance of the good will of those Governments, and how their friendly feeling may be strengthened by allowing their ships, which break the blockade, to bring cargoes that are needed, and to exchange the same for cotton. It says: "There is already cotton enough here for the supply of such ships as may succeed in breaking the blockade, and bringing into our port articles of necessity, and if more should be required, it would be obtained in a few days from the plantations and country depots." It seems to think that such a policy would not involve any violation of the recommendation of the any violation of the recommendation of the Governor against bringing cotton to the city." The stock of cotton on hand is stated at 11,907

The Norfolk Day Book of the 11th instant has the following despatch in its columns:
"RICHMOND, Nov. 11.—Colonel Corcoran, three captains, and eighteen lieutenants, all of whom were captured in the action at Manassas, confined in the jails at Richmond, have been selected by

The Defences of Charleston Harbor.

The Charleston Mercury of November 2 says:
In view of the especial malignity exhibited by
the North towards the Palmetto State in general,
and towards Charleston in particular, we are happy
to announce that all our defences are now in perfect order, and that General Ripley is ready, if not
anxious, to give the invaders a warm recoption.
Yesterday the families residing on Sullivan's Island
received notice to remove. In the event of an attack they might have greatly embarrassed our
forces. We also hear, on good authority, that a
series of obstructions, of a somewhat unusual character, have been placed across the harbor entrance.
We don't envy the occupants of any hostile vessel
that, entangled in these obstructions, may be subjected to the cross fire of the big Columbiads. Dahlgrens, and rifled guns of the batteries of Forts
Moultrie and Sumpter.

The Militia Called out in North Caro-

stance, full and ample vetaliation.'

The Militia Called out in North Caro-The same paper has the following paragraph:
In view, probably, of the expected visit of the
Yankee Armada, General Anderson, Commander of
the North Carolina Coast Defences, has called on
the authorities for the assembling of the militin of
Brunswick county at Smithville, and of New Hanover at Wilmington, without delay. Every man is
requested to bring such arms and ammunition as
they can procure, and come quick.

Famine Prices for Provisions

on the seas, it will be paid with interest in Charles-

"Self-protection and the enforcement of the laws

of nations and humanity alike require, in this in-

The Defences of Charleston Harbor.

Famine Prices for Provisions. Famine Prices for Provisions.

In its article on 'Change, the Memphis Appeal of the '7th inst. discusses the famine prices to which the breadstuffs and necessary supplies are tending. Flour sold on the day previous at \$11.50; wheat, \$1.50 for poor to \$2 for good; corn 90 cents to \$1; sugar, 5a8½ cents; hams, 25 cents. Salt had advanced to \$12 of the Memphis. There was great complaint among merchants that the military authorities so controlled all the railroads that no adequate supplies could be drawn from regions adequate supplies could be drawn from region where there was greatest plenty.

THE CITY.

FOR ADDITIONAL CITY NEWS SEE INSIDE. Effect of the Beaufort Capture upon Philadelphia.

No event since the commencement of the war has s encouraged the popular heart as the capture of Beaufort and the adjoining island by the Union forces. Particularly was this feeling experienced in the great cities; and Philadelphia, one of the most loyal in the land, shared in the common jubilation. The commander of the naval forces had been for many years a resident of this city. Many of the vessels—among others, the flag-ship of the soundron—were joined at our docks by Philadelphia shipcarpenters, and a large portion of the men, both in the naval and army service, were recruited in this city. A lurge proportion of the seamen and soldiers were friends and relatives of our citizens; and our navy yard, more han any other in the Union, has been the rendezvous of the several craft of the squadron, where they were fitted out and supplied with armament and stores.

Among the vessels of the ficet built in Philadelphia we

may instance the Flag, the Quaker City, the Wabash, the Vandalia, the Dale, and the Susquehanna. The Monticello, the St. Lawrence, and several other vessels. had been lying at our docks just before the expedition sailed, and were therefore in some sort connected with the interests of our city. General Stevens, commanding the volunteers, was well known in this city, having stumped the State for Breck-inridge during the last Presidential campaign.

One of the regiments—the Roundhead—was entirely ecruited in Pennsylvania, and was officered by Philadelphians. Another regiment, commanded by Colonel Christ, was also recruited in Pennsylvania. In fact, this city was more intimately connected with the expedition novements, from the moment of its preparation until the news was received of its glorious consummation. Had the expedition failed in its purpose, a gloom would have been cast over the country, and this city, particularly,

would have been enveloped in mourning. When, therefore, positive intelligence came that Beaufort had fallen, and the indignity of Fort Sumpter been avenged, the greatest jubilation attended the tidings. Confidence in Government at once took the place of despondency and doubt. All felt that the nation was equal to the necessities of the day, and the navy was regarded as the restort arm of the Federal service. As if catching the ouragement of the hour, business seemed endowed with a new spirit. Private sales of stocks at once advanced. Citizens, whose money had lain idle, again ventablishments, where the clerks had been discharged, they were called back, and upon the street, at the fire-side, and at places of amusement, the topics of the time were eaufort. Dupont, and victory.

feel the indignity that she placed upon us at Fort Sump-ter; and had Charleston been levelled with the dust, and ashes taken the places of its bomes, the people would have been scarcely less gleeful. It was fondly said that the ancient fellowship was now in a fair way of being restored—that disaffection was creeping into the rebel army, and the confidence of our army encouraged to Hereafter the navy will be considered the most honor-

able arm of the service, and the young men who locked to the army as the sole field for the development of courage, parriousing and another, with now esponse the navy is in section men—possibly in greater need than the army. The people now demand another expedition to clinch shall be free to the reper privateersmen, and the not less suspicious appearance of French and English contents.

THE CITY MARKET HOUSES,-The question THE CITY MARKET HOUSES,—The question of the repeal of the ordinance authorizing market stands on certain thoroughfares, has been sufficiently agitated in Councils. The market houses of the city are said to be valued at three millions of dollars, taxed at \$53,000. They supply accommodation for 7,922 persons, or have that number of stalls, wherein to transact market business. Since the ordinance establishing certain streets for curbstone markets went into operation, there are 170 stalls vacand in the Broad and Race-street market, 150 stalls vacand in the South Eleventh-street market, making 500 in all, vacated, too, in market longes owned by the cit; and the stall rents are therefore lost to our treasury in consequence of the curbstone muisance. There are also some 400 stalls vacated in the private market houses from similar causes. from similar causes.
It is said that of the two thousand persons occupying

the curbstone, above three hundred are farmers.

We insert the following statistics of private and city market houses, showing the capacity of each to accommedate dealers. PRIVATE MARKETS.

Market house, Twenty-first and Market street. 240

"Seventeenth, above Market. 80
Western market, Sixteenth and Market. 280
Franklin market, Trenth, below Market. 376
Franklin market, Trenth, below Market. 376
Farmers' market, Market street, below Twelfth. 476
Eastern market, Fitth and Merchant streets. 540
Kater market, Fittenth and South streets. 100
Pine street market, Twenty-first and Pine streets. 60
Delaware avenue market, Dock-street wharf. 250
Union market, Second street, above Callowhill. 210
Ridge avenue market, Eidge avenue and Broad
street. 90
Seventeenth and Poplar (just erected). 120
Fairmount market, Twenty-third and Spring Garden
streets. 180

streets. Germantown market, Main street, Germantown....

Total number of stalls..... A BLUE FOR ARMY CLOTH.—Indigo has latterly been elevated to the dignity of a subordinate munition of war. For the past four years the supply has gradually become less in proportion to the demand. At one time in the history of the country South Carolina was as largely engaged in the culture of the indigo plant as she had latterly been in the raising of cotton. For probably thirty years past, however, she has totally ignored it, and we have been largely dependent upon Bengal and Guatemala for our supply—last year importing over two million dollars' worth, principally from those countries. ing over two million dollars' worth, principally from those countries.

Within the last two or three months, the manufacture of blue army-cloth has given an immense impetus to the indigo trade, and prices have more than doubled. We are informed that over twenty manufactories of this city are having constructed at the foundry of S. J. Crosswell, Ruce street, large indigo mills. They consist of an iron casing perfectly round, inside of which are three large in on rollers, that turn and crush the indigo as the casing revolves, by means of a belt passing around its centre. Each mill is capable of grinding 100 pounds of indigo in 24 hours.

revolves, by means or a per passing around its centre. Each mill is capable of grinding 100 pounds of indigo in 24 hours.

But is there no dye that will answer as a substitute for indigo? This question chemists have latterly been endeavoring to solve, (what an impetus this war has given to chemical science!) and with much prospect of success. The most gorgeous colors have lately been produced from coal oils, and chemists pow suppose that emeralds sapphires, amethysts, and other preclous stones, owe their brilliant tints to the presence of hydro-carbons identical with the coloring matter found in these oils. The colors are not all reds or purples, as many persons suppose, from the favor with which marive and magenta have been received, but comprise the most charming grays, blues, and greens. They include nearly all the spectrum, and, by combination, many of the secondary or dead colors. Aniline, the scientific term for indigo, was formerly obtained by heating indigo, and treating it with potssh. When thus produced, it cost \$20 or \$40 a poind; but now, being abundant in both light and heavy coal oils, it only costs from \$3 to \$6 a pound. It is readily obtained by the oxydization of benzone. Treated with nitric acid and other reagents, it gives a magnificent blue. We have no doubt whatever that if it shall be found that the dye thus obtained is durable, its manufacture will become an important and lucrative branch of business.

The stock of cotton on hand is stated at 11,907 bales. So far this season 1,789 bales had been received.

The Alexandria (La.) Constitutional reports that a large slaughter house is to be erected near that city, at which 40,000 beeves are to be slain and packed for the army.

Accounts of the Louisiana sugar crop represent that the yield is less than an average.

The Attakapas (Ga.) Register says that four gunboats, for the protection of the coast of St. gunboats, for the protection of the coast of St.
Mary and adjacent parishes against the forays of the Federals, are nearly ready for service.

The Rebels Threaten to Hang Col. Corcoran, Three Captains, and Eighteen
Lieutenants.

The Norfolk Day Book of the 11th instant has pitched on the brink of the Susquel Major Van Vlict, of the quartermaster general's de-partment, visited Perryville on Wednordsy, and witnes-sed the battalien drill of the Fourteenth regiment. The latter is said to be one of the best regiments in the ser-vice of the Government. Capt. O'Connell is the action drill master.

kinstylle, and no doubt the febel force is posted at various points along the railroads from Bowling Green to the Tennessee line. There can be little doubt that Buckner has under his command in Southern Kentucky, east of the Cumberland and west of the mountains, some 50,000 men, unless his force has been drawn upon for reinforcements. his force has been drawn upon for reinforcements for other columns, that under Zollicoffer or at Columns, for instance, or to be sent to resist the landing of the fleet on the coast of South Carolina.

I have no doubt that the number of the rebel forces is frequently exaggerated, and that it is much exaggerated in the grand aggregate is highly prospect that the shell of the rebellion could be broken in at one and the same time, there is every prospect that the shell of the rebellion could be the Memphis and Charleston Railroad and its contact the Memphis and Charleston Railroad and its contact the Memphis and Charleston Railroad and its contact the shell of the rebellion could be the Memphis and Charleston Railroad and its contact the Memphis and Charleston Railroad and its contact the shell of the rebellion could be the Memphis and Charleston Railroad and its contact the Memphis and Charleston Railroad and its contact the shell of the rebellion could be the Memphis and Charleston Railroad and its contact the Memphis and Charleston Railroad and its contact the shell of the rebellion could be the Memphis and Charleston Railroad and its contact the shell of the rebellion could be the Memphis and Charleston Railroad and its contact the shell of the rebellion could be the Memphis and Charleston Railroad and its contact the shell of the residual the port wardens relative to the hidding of the hand the great agitating the difference between the southern the city will from the countries of the Chestnut street bridge. The wardens, we believe to the hidding of the hand the provent will have no bridge across the Schuylkill is a matter of minor importance, in the middle of the rich charlesto

THE CITY'S PERMANENT LOAN.—The permaand loan authorized by Common Council has been extensively opposed in certain quarters. This is said to be the first time that a permanent loan, the fact would seem to signify that the city is unable, from her income, to pay the interest on her de ls. A volumporary wisely asks, "What guarantee money-lenders will have for the return of their principal, if even the interest on her debts cannot be returned?" The bill was said to have been authorized on account of a deficiency in the tax return, resulting from the pros-tration of business. It might be as well to retrench some tration of business. It might be as well to retreach some of the city expenses, which would be quite assure a mode of redeeming the present state of things. The unnecessary expenses under which the city has been grouning for years are exceedingly numerous. The manner in which municipal officials work reminds us of mayy-varid operations under the old regime, when seem new were engaged a half day in moving a billet of wood! How much money might be nut by from the fees of the county officers can be commuted.

THE IRISH BRIGADE.—The First and Fourth THE IRISH BRIGADE.—The First and Fourth regiments of the Irish Brigade (mostly recruited in New York) will proceed to Washington on Monday next, making a street parade through this city, and hading for refreshments within the threshold of the Volunteer Saloon. The regiment recruited for the brigade in this city, by Colonel Robert Emmet Patterson, is very nearly full and will, no doubt, speedily proceed to whatever point the Department may direct. The motto of the brigade—a line from the grand old Celtic Homer, Ossian—"They shall never retreat from the charge of lances," is worked in gold, in ancient Irish characters, on the emerald field, whilst the symbolic harm of Erin appears, and "all the whilst the symbolic harp of Erin appears, amit all the splender and glory of the famous sunburst, the war-signal of the Irish in their fierce battles with the Danes. Is COAL OIL DANGEROUS?-It is said, by

Is COAL OIL DANGEROUS?—It is Said, by competent authorities, that the heat employed in the distillation of coal oil ranges from two hundred up to eight hundred degrees, and so volatile are both benzone and napths, that they are not safe with a lighted candle within several yards.

The distillation of oils, the preparing of paraffine by boiling it in heavy oil, and the storing of benzone, should, therefore, all be in isolated places, especially since, in case of fire, the clothes of the mon employed in such establishments are saturated with oil, and they such establishments are saturated with on, and they THE HOUSE OF REFUGE. The House of Re-

THE HOUSE OF REFUGE.—The House of Refuge contains at present about four hundred boys, varying in age from six to sixteen. Manufacturers can hire these precedings youths from the directors or superintendent at a mere nominal sum, about a shifting each per day. By this means the immates are not only kept at work, but taught some useful trade. It is somewhat amusing to see little shavers on the bench, vigorously plying the awl and wax-end, fashioning shoes, others again making brushes, match-hoxes, &c, and all this with a dexterity truly astonishing, considering their ages. LAKE SUPERIOR COPPER.—The Armageddon mine, on Lake Superior, now owned by a number of our fellow-citizens, appears to be producing the best copper in the market. We were shown a lot of ingot copper, at the establishment of Mr. Womrath, in Arch street, yesterday, that has no rival in the market. The matter will be found referred to in our advertising columns.

PHILADELPHIA BOAKD OF TRADE.

JAMES R. CAMPBELL.

SAM. W. DE COURSEY,

RICHARD C. DALE, LETTER BAGS At the Merchants' Exchange, Philadelphia.

At the Merenants' Exemings, Fritting plats.

Ship Kate Prince, Gerrish Liverpool soon
Ship Samuel Abams, Gay London, soon
Brig M F. Milliken, Norden Matanzas, soon
Brig Wenonah, Bowden Rio de Janeiro, soon
Brig G A White, Irons Hayana, soon
Schr Minerva, (Br.) Flatcher Port Spain, soon
Schr Luna, (Br.) Wilson Port Spain, Trinidad, soon SAILING OF THE OCEAN STEAMERS. SAILING OF THE OCEAN STEAMERS.

FROM THE UNITED STATES.

BHISE LEAVE FOR DAY,
City of N York. New York. Liverpool. Nov 16
Jura. Quebec. Liverpool. Nov 16
Borussia New York. Hamburg Nov 16
Cleator. New York. Kingston, Js. Nov 20
Persia. New York. Liverpool. Nov 20
Persia. New York. Liverpool. Nov 20
New York. Rew York. Bremen. Nov 23
New York. New York. Bremen. Nov 23
New York. New York. Liverpool. Nov 27
Nigagrac. Boston. Liverpool. Nov 27

n..Liverpool. Bol emian ... Quebec Liverpool Asia....... New York Liverpool FROM EUROPE. SHIPS LEAVE FOR
New York. Southampton New York.
Edinburgh. Liverpool New York.
Nova Scotian. Liverpool Quebec.
Niagara. Liverpool Boston.
Naw York Niagara.....Liverpool Boston... Saxonia....Southampton New York... C Washington...Liverpool New York...Southampton. New York...... Nov ILiverpool. Boston...... Nov 1Liverpool. New York Nov 2

*** The California Mail Steamers sail from New York on the 1st, 11th and 21st of each month. MARINE INTELLIGENCE. PORT OF PHILADELPHIA, Nov. 15, 1861.

ARRIVED. ABRIVED.

Ship Westmoreland, Decan, 28 days from Liverpool, with sait, &c. to John R Penrose. 2d inst, lat 43 20, long 51 50, exchanged colors with bark Pathfinder, steering E. Ship Lancaster, Decan, 35 days from Liverpool, with mass to John R Penrose. 7th inst, lat 41, long 68, passed an abandoned schooner, painted black, &nd apparently is good condition. in good condition.

Schr Ceres, Woolston, 1 day from Newport, Del, with four to R M Lea.

Steamer Vulcan, Morrison, 24 hours from New York, with mase to W M Baird & Co.

Steaming America, Virden, from Bombay Hook, with ships Westmoreland and Lancaster in tow. Passed above Bombay Hook, barks Frank, from St John, NB, bound to New Castle, to load for Cork, and Sunrise, from Landon

OLEARED.
Steamship Boston, Johnson, New York, J Allderdice.
Schr Independence, Strickland, Yarmouth, MS, E A ouder & Co.

CAPE ISLAND, NJ, Nov 12, P M. The bark Frank, and another, name unknown, are now beating in: A number of brigs and schooners passed out this afternoon. Wind NW—weather fine.

Yours, &c. Thos B. Hughes.

(Correspondence of the Press.)

HAVRE DE GRACE, Nov. 13.

The steamer left here this morning with 8 boats in tow, laden and consigned as follows:

Byron Cawley, wheat to A Nesbit; Brady Mills, lumber to Perot & Bro; A S Tinsman, do to R Wolverton; Jones and A Feld, do to Bingham & Garrison; J P Finler, do to Salem; Mary & Susan, do to H Croskey; Border States, wheat to Budd & Comly.

MEMORANDA. Bark Lawrence, Howes, cleared at Boston 13th inst. for Cape Town, CGH.

Brig Treuton, Atherton, cleared at St John, NB, 9th inst. for Wilmington, Del.

Brig Enma, Baker, cleared at Boston 13th inst. for Philadelphia Philadelphia.
Schrs Starlight, York, from Portland for Philadelphia, and Edwin Reed, Goodspeed, from Boston for do, sailed from Newport 12th inst. Schr J B Bleecker, Edwards, hence, arrived at New Schr J B Bleccker, Edwards, hence, arrived at New Haven 12th inst.
Schrs Caroline Hall, Lawson, and Albert, Howic, hence, arrived at Hartford 13th inst.
Schr Fred Reed, McCalmon, cleared at Portland 12th inst. for Philadelphia.
Schrs J B Johnson, Johnson, and David Hale, Conklin, sailed from Frovidence 19th inst. for Philadelphia.
Schr Emma, Amelia. Harding, cleared at Boston 13th inst. for Philadelphia.

PROPOSALS. ARMY CLOTHS.

QUARTERMASTER GENERAL'S OFFICE,
Washington, October 31, 1861.
Proposals are invited and will be received by the
United States Quartermaster at Philadelphia, Pennsylvania, until 12 o'clock at noon on the 15th day of November next, for furnishing CLOTHS FOR ARMY
CLOTHING. Each proposal must be accompanied by samples of the cloth which it is proposed to furnish. The cloth should be three-quarters to six-quarters yards wide. Light or dark blue will be preferred, and light grays will not be considered.

Bidders must state the number of yards thay will be prepared to furnish in each month, and for how many months, at the clothing depots in New York or Philadelphia, or both, and the price per yard for each quality or with the price per yard for each quality. and width.

Proposals and samples will be plainly marked, and addressed to the United States Quartermaster, Philadelphia, Pennsylvania.

Each bid must be accompanied by a proper guarantee, setting forth that, if the contract is awarded to the party named therein, he will at once execute the same, and give bonds in double the amount of the contract for the faithful performance thereof.

M. C. MFIGS, no9-6t

Quartermaster General U. S. Army.

COPARTNERSHIP NOTICES NOTICE IS HEREBY GIVEN. that the Partnership lately substitute between the undersigned, under the firm of OANTWELL & KEFFER, was dissolved on the Seventh day of November, A. D. 1861, by mutual consent. All debts owing to the said partnership are to be received by the said JAMES R. CANTWELL and JOHN C. KEFFER, trading as CANTWELL and JOHN C. MEFFER, and all demands on the said partnership are to be presented to them for payment.

WILLIAM C. PATTERSON, JAMES R. CANTWELL, novil-mwefist John C. Keffer.

NOTICE.—The interest of CHARLES OTICE.—The interest of CHARLES

A. SMITH in the Firm of BILLINGS, ROOP, &
CO.; has this day ceased, by the sale of the same to the
other Partners. The remaining Partners are alone authorized to settle the business and to use the name of the
firm.

JAMES M. BILLINGS,
SAMUEL W. ROOP,
SAMUEL W. ROOP,
SAMUEL W. ROOP, Exce'r
of W. F. Washington, dec'd,
C. A. SMITH,
H. R. KIBBE.

Philadelphia, Nov. 9, 1861.

no12-12t*

WINES AND LIQUORS. DURE PORT WINE. DUQUE DO PORTO WINE, BOTTLED IN PORTUGAL IN 1820. PORTUGAL IN 1820.

Physicians and invalids in want of a reliable article of pure Port Wine can be supplied by inquiring for the above wine at CANTWELL & KEFERRS, Southeast corner GERMANTOWN Avenue and MASTER Street.

HENNESSY, VINE-YARD PROprietors, Bisquit, Tricoche & Co., Marett, Finet,
and other approved brands of COGNAO BRANDY, for
sale, in bond and from store, by
CANTWELL & REFFER,
Boutheast corner GERMANTOWN Avenue
and MASTER Street.

STUART'S PAISLEY MALT WHISKY.
Buchanan's Coal Ila Whisky,
Old Tom Gin, Old London Gin,
London Cordial Gin, Bohlen's Gin,
In bond and store.
CANTWELL & KEFFER,
Seutheast corner GERMANTOWN Avenue
and MASTER Street. ZOUAVE CHAMPAGNE.—A new

brand—an excellent article. Imported and for sale at a price to suit the times, by CANTWELL & KEF-FER, southeast corner of GERMANTOWN Avenue and MASTER Street.

DUDESHEIMER-BERG, LAUBEN-HEIMER, and HOCKHEIMER WINE, in cases of one cozen bottles each; warranted pure. Imported and for sale low by CANTWELL & KEFFER, south east corner GERMANTOWN Avenue and MASTER MIMMERMAN'S DRY CATAWBA WINE.—This approved brand of Cincinnati wine, the best article out for "cobblers," for sale pure, bottled and in cases, by CANTWELL & KEFFER, southeast corner GERMANTOWN Avenue and MASTER Street. BORDEAUX BRANDY.—46 Packages J. J. Dupny Brandy, in bond, for sale by the
sole agents, JAURETOHE & CARSTAIRS, 202 and 204
South FRONT Street. 0022-if ROCHELLE BRANDIES.—Pellevoi-sin, A. Seignette, and Alex. Seignette, in hulf-pipes, quarters and octaves, for sale, in bond, by JAURETCHE & CARSTAIRS, 202 and 204 South FRONT Street.

INSURANCE COMPANIES FIRE INSURANCE. MECHANIOS INSURANCE COMPANY OF PHILADELPHIA, No. 138 North SIXTH Street, below Bace, Insure Buildings, Goods, and Merchandise generally, from Loss or Damage by Fire. The Company guaranty to adjust all Losses promptly, and thereby hope insert the patronage of the public.

DIEGOTORS.

William Margan. William Morgan,
Francis Cooper,
George L. Dougherty,
James Martin,
James Duross,
Matthew McAleer,
Bernard Rafforty,
Thomas J. Hempbill,
Thomas Fisher,
Francis McManus,
FRANCIS COOPER, President.
Brekard Rafferty, Secretary.

BERNARD RAFFERTY, Secretary. THE RELIANCE MUTUAL INSURANCE COMPANY. TUAL INSURANCE OF PRILADELPHA,
OFFICE NO. 305 WALNUT STREET,
Ires against LOSS OB DAMAGE BY FIRE, on
Houses, Stores, and other buildings, limited
or perpetual, and on Furniture,
Goods, Wares, and Merchandise, in town or

COUNTY.

CASH CAPITAL, \$231,110.00—ASSETS \$317,142.04,
Which is invested as follows, viz: Pennsylvania Railroad Co. s o per cent. Ins.

Bontgage loan, at par

Pennsylvania Railroad Co.'s 6 per cent, second mortgage loan, (\$30,000)....

Runtingdon and Broad Top Railroad and Canal Co.'s mortgage loan.

Ground rent, first-class...

Collateral loans, well secured...

Oilty of Philadelphia 6 per cent loan...

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

Commercial Bank stock...

Mechanics' Bank stock...

Pennsylvania Railroad Co.'s stock...

The Beliance Mutual Insurance Co.'s stock...

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

Union Mutual Insurance Co.'s corp.

Bilis receivable... ortgage loan, at par..... 2,812 50

The Mutual principle, combined with the se A Stock Capital, entitles the insured to participate in the PROFITS of the Company, without liability for LOSSES.

Leagus promptly adjusted and paid.

DIRECTORS. DIRECTORS.

Samuel Bispham,

Robert Steen,

William Musser,

Benj. W. Tingley,

Marshall Hill.

J. Johnson Brown,

Charles Leland,

Jacob T. Bunting,

Smith Bowen,

John Bissell, Pitteburg.

OILEM TINGLEY, President. Clem Tingley,
William R. Thompson,
Frederick Brown,
William Stevenson,
John B. Wösfell,
E. L. Carson,
Robert Toland,
G. D. Rosengarten,
Otharles S. Wood,
James S. Woodward,
CHEM 3. M. Hingeman, Secretary. February 16, 1861.

DENN MUTUAL LIFE INSU-BANCE COMPANY,
No. 921 CHESTNUT Street, Philadelphia.
CHARTER PERPETUAL.
ALL THE PROFITS DIVIDED AMONG THE INSURED.
Insure Lives for short terms or for the whole term of life; grant Annuties and Endowments; purchase Life Interests in Real Estate, and make all contracts depending on the contingencies of life. rests in Real schate, and make all contacts depending on the contingencies of life.

They act as Executors, Administrators, Assignees, Trustees, and Guardians.

ASSETS OF THE COMPANY, January 1, 1861.

fe22

\$1,071,138 02 DANIEL L. MILLER, President. SAMUEL E. STOKES, Vice President. IAWW W. HORNOR, Secretary. THRE INSURANCE EXCLUSIVE LY.—The PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825. CHARTER PERFETUAL. No. 510 WALNUT Street, opposite Independence Square.

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

Their Capital, together with a large Surplus Fund, is invested in the most careful monner, which enables them to offer to the insured an undoubted security in the case of loss.

of loss.

Jonathan Patterson,
Quintin Campbell,
Alexander Benson,
William Montellus,

Daniel Smith, Jr.,
John Devereux,
Thomas Smith. Isaac Hazlehurst,
JONATHAN PATTERSON, President. WILLIAM G. CROWELL, Socretary. INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA—OFFICE Nos. 4 and 5 EXCHANGE BUILDINGS, North side of WAL-NUT Street, between DOGK and THIBD Streets, Phila-

INCORPORATED in 1794-CHARTER PERPETUAL. CAPITAL, \$200,000.
PROPERTIES OF THE COMPANY, FEBRUARY 1, 1861, 8507,094.61.

MABINE, FIRE, AND INLAND TRANSPORTATION INSURANCE. DIRECTORS.

Henry D. Sherrerd, Charles Macalester, William S. Smith, John B. Budd, William R. White, George H. Stuart, nuel Grant. Jr... Samuel Grant, Jr., Tobias Wagner, Thomas B. Wattson, Henry G. Freeman, Charles S. Lewis, George O. Carson, THE ENTERPRISE

INSURANCE COMPANY OF PHILADELPHIA. (FIBE INSUBANCE EXCLUSIVELY.)
COMPANY'S BUILDING, S. W. CORNER FOURTH AND WALNUT STREETS. DIBECTORS. Exercises

Starr, Mordecai L. Dawson,
Geo, H. Stuart,
John H. Brown,
rood, B. A. Fahnestock,
ick, Andrew D. Cash,
J. L. Erringer,
F. RATCHFORD STARR, President,
folis, Secretary F. Ratchford Starr, William McKee, Halbro Frazier, John M. Atwood, Benj T. Tredick, Henry Wharton.

CHARLES W. CORE, Secretary TABLES W. CORE. Secretary

Total Control of the Con

A MERICAN FIRE INSURANCE COMPANY. Incorporated 1810. CHARTER PERPETUAL. No. 310 WALNUT Street, above Third, Philadelphia.

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

DIRECTORS.

Thomas R. Maris,

John Walsh,

Samuel C. Morton,

Patrick Brady,

John T. Lewis,

THOMAS R. MARIS, President.

THOMAS B. MABIS, President. ALBERT C. L. CRAWFORD, Secretary. COMMONWEALTH FIRE INSU-PENNSYLVANIA. DIRECTORS.

David Jayne, M. D.,
John M. Whitall,
Edward C. Knight,
Thomas S. Stewart,
Benry Lewis, Jr.,
JOHN M. WHITALL,
SAMUEL S. MOON, Secretary.
Office, Commonwealth Building, 513 CHESTNUT is a sed-fit A NTHRACITE INSURANCE

COMPANY. — Authorized Capital \$400,000 — CHARTER PERPETUAL.;
Office No. 211 WALLINUT Street, between Third and urth Streets, Philadelphia. This Company will insure against loss or damage by re, on Buildings, Furniture, and Merchandise generally.

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

DIRECTORS. DIRECTORS.

Jaseph Marfield,
John Ketcham,
John B. Blakiston,
Wm. F. Dean,
J. K. Baum.
JACOE ESHER, President.
WM. F. DEAN, Vice President.
eoretary.

TN THE MATTER OF THE ESTATE OF JOHN REYNER, deceased.
Inquest in Partition of the Real Estate of JOHN REYNER, deceased, in the Orphans' Court of the City and County of Philadelphia. NER, deceased, in the Orphans' Court of the City and County of Philadelphia.

In pursuance of an order of the Orphans' Court, notice is hereby given to Nancy Reyner, widow of decedent, and David Reyner, Polly Brooks, James Barr, Ann Evans, John Barr, Daniel B. Reyner, John Beyner, and Ellen Budd, the heirs and legal representatives of said decedent, that an Inquisition of all the following described real estate of said decedent, to wit: All that certain messuage or tenement and lot or piece of ground, situate in the late township of Lower Dublin, now the Twenty-third ward of the city of Philadelphia, beginning at a stone set for a corner on the east side of a public road, thence by land of Peter Johnson south 42½ deg., east 42 perches to a stone, and south 50½ deg. east 10 perches and one tenth to a stone for a corner, thence by land late of Joseph Livezey, south 22½ deg, west 10 perches and on tenth to a stone for a corner stone by the cast side of a lose set for a corner, thence by the same south 85½ deg, west 36 perches to a corner stone by the cast side of the aforesaid road, thence along the side of the said road north 1 deg. east 46 perches and three-fourths of a perch, to the place of beginning; containing 6 acrees and -124 perches, more or less, with the appurtenances. Also, all that certain three-story brick messuage or temperat and lot or plece of ground, situate on the east side of Tweith street and on the north side of Silles street, in the late district of Penn. now in the Twentieth ward of the city of Philathree-story price measures vs. Twenty the street and of ground, situate on the east side of Twelfth street and on the north side of Stiles street, in the late district of Penn, now in the Twentieth-ward of the city of Philadelphia, containing, in front, or breadth, on the said Twelfth street, 16 feet, and extending, in length or depth castward, of that width, along the north side of said Stiles street, 83 feet, to a certain 4-foot-wide alley, extending from the said Stiles street northward to Thompson street, together with the free and common use and son street, together with the free and common use and privilege of the said 4-foot-wide alley, as a passage way and water course, at all time hereafter forever, will be held uton the premises, on WEDNESDAY, the 20th day of November, A. D. 1861, at 12 o'clock M., to ascertain and inquire, among other things, whether the said premises can be parted and divided without prejudice to or spoiling the whole thereof, otherwise to value and appraise the same, when and where you may attend if you see proper.

WELLIAM H. KERN, Sheriff.

see proper. WILLIAM H. KERN, Sheriff.
N. B.—The Jury will meet at the WETHERILL
HOUSE, SANSOM Street, above Sixth Street, in the
city of Philadelphia, on the 20th day of November, A. D.
1861, at 10 o'clock A. M., before proceeding to view the
Baid premises. oc18-f&s8t WHEREAS WILLIAM T. BLACK-MAN, of the Nineteenth ward, did, on the 18th day of September, A. D. 1861, make and execute a General Assignment of all his estate, real and personal, to the undersigned, in trust for the benefit of creditors, all persons indebted to the said assignor will make payment to ment to Northwest corner of SECOND and GREEN Sts.
Or, to his Attorney, JOHN GOFORTH,
ocl6-wfm18t* 145 South FIFTH Street.

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

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

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

JOHN W. EVERMAN & CO.,

103 JONES Alley.

RAILROAD LINES. NORTH PENNSYL-NORTH PENNSYLVANIA RAILROAD.

VANIA RAILROAD.

VANIA RAILROAD.

OHUNK, HAZLETON, EASTON, ECKLEY, &c.

WINTER ARRANGEMENT.

On aud after MONDAY, NOVEMBER 4, 1861, Passenger Trains will leave FRONT and WILLOW Streets, Philedelphia, daily, (Sundays excepted,) as follows:

At 6.40 A. M., (Express,) for Bethlehem, Elector, &c.

At 2.46 P. M., (Kypress,) for Bethlehem, Easton, &c.

This train reaches Easton at 6 P. M., and makes a close connection with the New Jersey Central for New York.

At 5.05 P. M., for Bethlehem, Allentown, Mauch Chunk, &c.

hunk, &c. At 9 A. M. and 4 P. M., for Doylestown. At 6 P. M., for Fort washington.
The 6.40 A. M. Express Train makes close connection with the Lehigh Valley Railroad at Bethlehem, being the shortest and most desirable route to all points in

the Lehigh coal region.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 7.07 A. M., 9.18 A. M., and 5.88 . M.
Leave Doylestown at 0.30 A. M. and 3.20 P. M.
Leave Fort Washington at 6.50 A. M.
ON SUNDAYS—Philadelphia for Fort Washington ON SUNITY STEERING OF THE WASHINGTON AS 9.30 A. M.

Philadelphia for Doylestown at 4 P. M.
Doylestown for Philadelphia at 7 A. M.
Fort Washington for Philadelphia at 2.45 P. M.
Fare to Bethlehom....\$1.50 | Fare to Mauch Chunk.\$2.60

Fort Washington for Fillaucipus Tare to Bothlehom...\$1.50 Fare to Bothlehom...\$1.50 Fare to Mauch Chunk.\$2.50 Fare to Easton......1.50 Through Tickets must be procured at the Ticket Offices, at WILLOW Street, or BERKS Street, in order to secure the above rates of fare.

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

BLLIS GLARK, Agent.

Ex The Control of the ARRANGEMENT OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES.
FROM WALNUT-STREET WHARF AND EENSINGTON DEPOT.
WILL LEAVE AS FOLLOWS—VIZ: FARE At 6 A. M., via Camden and Amboy, C. and A. Ac-.82 25

Express 300
At 4 P. M., via Cumden and Jersey City, 2d Class Southern Mail, Saturdays excepted. For Water Gap, Stroudsburg, Scranton, Wilkosbarre, Hontrose, Great Bend, &c., 7.10 A. M. from Kensington

Montrose, Great Bend, &c., 7.10 A. M. from Kensington, via Delaware, Lackawanna, and Western B. R.

For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Fiemington, &c., at 7.10 A. M.; from Kensington Depot; and 2½ P. M. from Walnutstreet Wharf; (the 7.10 A. M. tine connects with train leaving Easton for Mench Clauk 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.

For Briatol, 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 Palmyra, Riverton, Delanco, Beverly, Burling.

Big Holons, Bottontown, 6c., at 147, 3.

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

For New York and Way Lines leaving Kensington Depot, take the cars, on Fifth street, above Wainut, half an hour before departure. The cars run into the desot, and on arrival of each train run from the depot. Fifty Pounds of Baggage, only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond sloot, except by special contract. and will not be liable for any amount beyond copy by special contract.

WM. H. GATZMER, Agent.

WINTER ARBANCEMENT. PULLADEL-PHIA, WILMINGTON, AND BALTIMORE BAIL-BOAD. On and after MONDAY, SEPT. 30, 1861,
PASSENGER TRAINS LEAVE PHILADELPHIA:
For Baltimore at 8.15 A. M., 11.35 A. M., (Express),
and 10.50 P. M. r Chester at 8.15 A. M., 11.35 A. M., 3.30 and 10.50 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.

For Doyer at 8.15 A. M.

For Salisbury at 8.15 A. M.

Tor Salisbury at 8.15 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 11.33 A. M., 1.60 and 5.

Loave Wilmington at 7.30 and 11.33 A. M., 1.50 and 5 P. M. e Salisbury at 5.25 A. M. Leave Millord at 7.45 A. M. Leave Dover at 9 A. M. Leave New Castle at 7 and 11 A. M. Leave Chester at 8.20 A. M., 12.10, 2.25, and 8.40 P. M.

TRAINS FOR BALTIMOBE: 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 45 P. M. places at 7 P. M.
Leave Wilmington for Philadelphia and intermediate
places at 6.46 P. M.
ON SUNDAYS ONLY:

ON BUNDANA to Baltimore.

At 10.50 from Philadelphia to Baltimore.

5. m. FEUTON, President THE PENNSYLVANIA CENTRAL BAILROAD, 250 MILES DOUBLE TRACK.

1861. THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.

THREE THROUGH PASSENGER TRAINS
BETWEEN PHILADELPHIA AND PITTSBURG. Connecting direct at Philadelphia with Through 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 routs.

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

Smoking Cars are attached to each Train; Woodruff's Sleeping Cars to Express and Fast Trains. The EXPRESS RUNS DAILY: Mail and Fast Lines Sundays excepted.

Mail Train leaves Philadelphia at 8.09 A. M.

Mail Train leaves Philadelphia at 8.09 A. M.

Fast Line " " 11.30 A. M.

Express train leaves " 10.30 P. M.

Parkeeburg Accommodation 12.30 P. M.

Lancaster " 2.30 P. M.

Lancaster " 4.00 P. M.

Wast Cheater Passaggers will take the Mail Train at 8 A. M., the Parkeeburg Accommodation at 4 P. M.

Passengors for Sunbury, Williamsport, Elmira, Buffalo, Niegara Falls, and intermediate points, leaving Philadelphia at 8.00 A. M. and 2.30 P. M., go directly 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 Railroad offices in the West; also on board any of the regular line of Steamers on the Mississippi or Ohio

Fare always as low, and time as quick, as by any the route.

For further information apply at the Passenger Station, Southasist corner of Elevanth and Market abrock.

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

The connection of tracks by the Ballroad 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.

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

THE RATES OF FREIGHT to and from any point in the West by the Pennsylvania Railroad are at all times as favorable as are charged by other Railroad Companies. Be particular to mark packages "via Pennsylva-For Freight Contracts or Shipping Directions, apply o, or address either of the following Agents of the Com-

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

D. A. Stewart, Pittsburg.:

Hi S. Pierce & Go. Zanesville, O.; i. J. Johnson, Rips
ley, O.; R. McNeely, Maysville, Ky.; Ormsby & Gropper, Fortsmouth, O.; Paddock & Co., Jeffersonville,
Indiana; H. W. Brown & Co., Cincinnati, O.; Athern
& Hibbert, Cincinnati, O; R. C. Meddrum, Madison,
Ind; Jos. E. Moore, Louisville, Ky.; P. G. O'Riley &
Co., Eyensville, Tind.; N. W. Graham & Co., Cairo,
Ill.; R. F. Saus, Shafer & Glass, St. Louis, Mo.; John
H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. H.
Koonts, Alton, Ill.; or to Freight Agents of Railroads at
different points in the West.

S. B. KINGSTON, Jr., Philadelphia.

MAGRAW & KOONS, SO North street, Baltimore.

LÉECH & Co., 1 Astor House, or 1 S. William st., N. Y.

LEECH & Co., No. 77 State street, Boston.

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

E. LEWIS, Gen'l Sup't, Altoona, Pa.

[33-17]

PHILADELPHIA
PHILADELPHIA
PHILADELPHIA
AND READING RAILROAD.
PASSENGER TRAINS FOR POTTSYILLE, READING, and HARRISBURG, on and after November 4, 1891.
MORNING LINES, DAILY, (Sundays excepted.)
Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill streets,) at 8 A. M., comnacting at Harrisburg with the PENNSYLVANIA
RAILROAD 4.15 P. M. train, running to Pittsburg; the
CUMBERIAND VALLEY 1.50 P. M. train running to
Chambersburg, Carlisle, &c.; and the NOETHERN
OENTRAL RAILROAD 1.20 P. M. train running to Sunbury, &c. AFTERNOON LINES

Leave New Depot, corner of BROAD and CALLOW-HILL Streets, PHILADELPHIA, Passenger entrances on Thirteenth and on Callowhill sta,,) for POTTSVILLE and HABRISBURG, at 3.15 P. M., DAILY, connecting at Harrisburg with the Northerz Central Railread, for Sunbury, Williamsport, Elmira, &c. Express Train from New York via Easton makes close connection with the Reading Mail and Accommodation Trains, connecting at Harrisburg with the Pennsylvania Central 3.15 A. M. Train running west. For READING only, at 4,30 P. M., DAILY, (Sundays excepted.)

DISTANCES VIA PHILADELPHIA AND READING BAILBOAD. BAILBOAD. FROM PHILADELPHIA, Miles. Reading 58 Philadelphia and Reading Lobanon 58 and Lebanon Valley B. B. Harrisburg 112 Dauphin 124 Millersburg 142 Treverton Junction 158 Bailroad. Sunbury and Eric R. B.

Williamsport and Elmira Bailroad. The S A. M. and S.15 P. M. trains connect daily set Port Ulinton, (Sundays excepted,) with the CATAWISSA, WILLIAMSFORT, and ERIE BALLBOAD, making close connections with lines to Nisgara Falls, Canada, the West and Southwest.

DEPOT IN PHILADELPHIA: Corner of BROAD and CALLOWHILL Streets.

W. H. MOILHENNEY, Secretary.

October 30, 1861.

discount.

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

Bouth FOUETH Street, where any further information
can be obtained.

B. BRADFORD,
an 20. 17

SALES BY AUCTION. TURNESS, BRINLEY, & CO.. No. 429 MARKET STREET. SALE THIS (FRIDAY) MORNING, NOVEMBER 15, AT 10 O'CLOCK. AT 10 O'CLOCK

A CARD,—The particular attention of the Trade is requested to our safe this (Friday)morning, October 15, at 10 O'clock, by catalogue, for cash, comprising about 500 lots of reasonable goods, including the barance of Saxony waven dress goods, of the importation of Messrs.

C. F. Schmieder & Co.

NOTICE TO RETAILERS.

In safe this morning—

In sale this morning—
I,000 pieces Saxony waven dress goods.
Embroidered, figured, and plain paplins and reps.
7-4 French merinos.
7-4 colored colours, giognams.
500 Paris all-wool long shawls, newest styles.
500 Vienna brothe long and square shawls.
Reversible wool "All-wool 6-4 to 10-4 square 4
NOTICE TO DEALERS IN RIBBONS.
This b orning.

This borning, 150 lots Nos. 40@60 newest styles poult de soie bou Lhons.

Nos. 1% to 50 all silk black velvet ribbons. VIENNA BROCHE LONG AND SQUARE SHAWLS.

CLOSING SALE OF SAXONY WOVEN DRESS GOODS. MESSIS, C. F. SCHMIEDER & CO. Wil sell, through FURNESS, BRINLEY, & CO.,

FURNESS, BRINLEY, & CO.,
THIS MORNING,
FIFTERN HUNDRED PIECES
SAXONY WOVEN DRESS GOODS,
Now landing from steamer Borussin, comprising the best
assorthent offered yet, and being the entire balance of
the season's importation. attention of the trade is particularly called to this it is the intention of the owners to sell every lot. 756 PARIS LONG SHAWLS, ALT. WOOL, w landing from steamer This Morning,

This Morning,

November 15, at 10 o'clock—

250 extra quality entire new styles Paris wool long shawls, purble borders, warranted all wool.

250 " " brown borders,

250 " " black borders,

N. B.—All now landing, and manufactured for the best city rotail trade. city retail trade. 200 LOTS OF PARIS BONNET RIBBONS AND 200 lots Nos. 4#60 superior quality bonnet ribbons, of the newest styles and nost desirable shades.
— cartons Nos. 1½ to 50 superior quality black silk veivet ribbons.
Also,
DRESS GOODS.

Also, DRESS GOODS.

— black embroidered brocale reps.

— mohair checks, check reps. — fancy poplins and mohairs. — black twills, reps, and poplins. 7.4 colored coburgs.
7.4 Manchester ginghams.
7.4 French merinos. 50 pieces 6-4 all-wool fine colored French merinos.

SALE OF BRITISH DRY GOODS.
On Tuesday Morning,
November 19, at 10 o'clock, by catalogue, for case
300 lots of fancy and stanle innorted fary goods.
Also, A STOCK OF DRY GOODS. T F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 CHESTNUT St. POSITIVE SALE OF GERMANTOWN FANCY KNIT GOODS, HOSIERY, &c., by catalogue. This Morning, November 15, at 10 o'clock precisely.

Accember 16, at 10 of clock precisely.

Included will be found.

Ludies', misses', and children's fancy wool knit hoods,

Sonting, muliax, cloaks, coats, sleeves, and gaiters;

gents' and boys' scarfs and comforts; children's facey

and white wool hose; ladies' and misses' blue-mixed and

white here. for le hose, &c. UMBRELLAS. 30 cases superior Sc 30 cases superior Scotch gingham umbrellas.
HOOF SKIRTS.
Also, an invoice of superior steel spring wove and tied

SUPERIOR COUNTERS, FIXTURES, &c. Also, several superior counters, desk, and sto FITZPATRICK & BROS., AUCTIONEERS, 604 CHESTNUT Street, above Sixth. SALE THIS (FRIDAY) MORNING, NOVEMBER 15, AT 10% O'CLOCK,
Of fancy goods, stationery, clocks, watches, jewelry, cuttery, silver-plated ware, sewing-machines, &c. SALES EVERY EVENING,
At 7 o'clock, of books, stationery, and fancy goods,
watches, jewelry, clocks, silver-plated ware, cutlery,
paintings, musical instruments, &c.
Also, hosiery, dry goods, boots and shoes, and mer-

chandles of every description.

DAY SALES

Every Monday, Wednesday, and Friday, at 10 o'clock

A. M. PRIVATE SALES. At private sale, several large consignments of watches and jeweky, books, stationery, silver-plated wave, cutlery, fancy goods, &c., to which is solicited the attention of city and country merchants and others.

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

Liberal cash advances made on consignments.

MOSES NATHANS, AUCTIONEER
AND COMMISSION MERCHANT, southeast
corner of SIXTH and RACE Streets.

AT PRIVATE SALE,

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-boitom English patent lever watches, of the most approved and best makers; tine gold double-time English patent lever watches; independent seconds lever watches; fine gold thunting-case and open-face escapement lever and lepine watches; independent seconds lever watches; fine gold hunting-case and open-face escapement lever and lepine watches; silver hunting-case, double-case, and double-bottom English patent lever, escapement lever, and lepine watches, of the most approved and best makers; double-case and open-face silver watches; silver quartier and single-case watches; fine gold vest, neck, fob, and guard chains: diamond finger-rings and breast-pins; sets of fine gold lewelry; gold breast-pins; sar-rings, finger-rings, brace-lets, pencil-cases, pens, and jewelry of every dosorisiton: gune, pistole, musical instruments, piano-fertes, and articles generally.

MONEY TO LOAN.

MONEY TO LOAN. MONEY TO LOAN.

Money advanced liberally, for any length of time agreed upon, on gold and silvor plate, diamonds, watches, lewelry, fowling-pieces, musical instruments, dry goods, clothing, groceries, hardware, cutlery, furniture, bedding, fancy articles, and on all articles of value. CONSIGNMENTS AND OUT-DOOR SALES SOLI

Liberal cash advances made on all articles consigned for sale. Personal attention given to all out-door sales. BUSINESS NOTICES. DRACTICAL AND ANALYTICAL CHEMISTRY.—The Laboratory of the subscribers is open daily, from 9 A. M. to 6 P. M., for Analyses of Ores, Guanos, Waters, &c. Also, for the Instruction of Students in Chemistry, Mineralogy, and Geology.

Oninions given in Chemical questions. Opinions given in Chemical questions.

Special Instruction in MEDICAL CHEMISTRY.

JAMES C. BOOTH,
THOS. H. GARRETT,
JNO. J. REESE, M. D.,
oc4-8m No. 10 CHANT Street, Tenth, below Market. TOHN WELSH, Practical SLATE ROOFER, THIRD Street and GERMANTOWN Bead, is prepared to put on any amount of ROOFING, on the most MODERATE TERMS. Will guaranty to nake every Building perfectly Water-tight.

Orders promptly attended to. EVANS & WATSON'S

SALAMANDER SAFES.

STORE,

16 SOUTH FOURTH STREET,

PHILADELPHIA PA.

A large variety of FIRE-PROOF SAFES always on hand. RAILROAD LINES.

FALL AND WINPHILADELPHIA, GERMANTOWN, and NORRISTOWN BALLROAD,
TIME TABLE.
On and after Monday, October 28, 1861, until further notice. notice.

FOR GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10.05, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10.4, and 114 P. M.

Leave Germantown, 6, 7, 74, 8, 84, 94, 104, 114, A. M., 1, 2, 3, 4, 5, 6, 7, 8, 94, 11 P. M.

The 84 A. M. train from Germantown stops at Duy's and Tioga only.

ON SUNDAYS.

In rioga only.

ON SUNDAYS.

Leave Philadelphia, 9.65 A. M., 2, 7, and 101, P. M.
Leave Germantown, 8.10 A. M., 1, 6, and 9, P. M.
CHESTNUT HILL RAILBOAD. Leave Philadelphia, 6, 9, 11, A. M., 2, 4, 6, 8, and 10 & P. M.
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 Philadelphis, 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.

Laws Philadishia, 64, 9.05, 11.05 A. M., 14, 8.05, 14, 6.05, and 8.05 P. M. Leave Norristown, 7, 8, 9, 11 A. M., 14, 44, and 6 P. M. Leave Philadelphia, 9 A. M., 3 P. M.
Leave Norristown, 7 K. A. M., 5 P. M.
FOR MANAYUNK.
Leave Philadelphia, 6 K., 9, 11 A. M., 1 K., 3.05, 4 K.,
Leave Philadelphia, 6 K., 9, 11 A. M., 1 K., 3.05, 4 K.,
Leave Philadelphia Leave Manayunk, 6%, 7%, 8%, 9%, 11% A. M., 2, 5, and 6% 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 Superint

oc28•tf Depot NINTH and GREEN Streets. ELMIRA ROUTE.

PHILADELPHIA
AND READING RAILROAD

Oc., (Office 227 South Fourth street.)
PHILADELPHIA, April 27, 1861.
SEASON TIOKETS.
On and after May 1, 1861, season tickets will be issued by this company for the periods of three, six, mine, and twelve months, not transforable.
Season school-tickets may also be had at 33 per cents.

TCONOMY—ECONOMY—ECONOMY—ECONO— THE ADAMS EXPRESS to at 8 A. M., 12.30 noon, no2-tf

CONOMY—ECONOMY—ECONO—

Wer information

ADFOED,

Tressurer.

The ADAMS EXPRESS to COMPANY, Office 320 CHESTNUT

Street, forwards Parcols, Packages, Merchandise, Beak

Notes, and Specie, either by its own lines or in connection
with other Express companies, to all the principal Towas
and Cities of the United States

E. S. SANDFOED,

January F. M.

THE ADAMS EXPRESS

Street, forwards Parcols, Packages, Merchandise, Beak
Notes, and Specie, either by its own lines or in connection
with other Express Companies, to all the principal Towas
and Cities of the United States

E. S. SANDFOED,

January F. M.

THE ADAMS EXPRESS

Street, forwards Parcols, Packages, Merchandise, Beak
Notes, and Specie, either by its own lines or in connection
with other Express Companies, to all the principal Towas
and Cities of the United States

E. S. SANDFOED,

January F. M.

SALES BY AUCTION. M. THOMAS & SONS, Nos. 139 and 141 South FOURTH Street. (Formerly Nos. 67 and 69.)

NOTICE.—SALE OF CUTTINGS. Catalogues are now rouly and the entings arranged a examination, in the third story of the Auction Rooms. PUBLIC SALES REAL ESTATE AND STOCKS. AT THE EXCHANGE, EVERY TUESDAY, et 12 o'clock noon, during the business season. REAL ESTATE AT PRIVATE SALE.

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

EIGHTH FALL SALE-NOVEMBER 26. This will include— Orphana? Court Sale—Estate of Elisha McCarty, dec'd. THREE-STORY BRICK BUILDING, Richmond THREE-STORY BRICK BUILDING, Richmond street, Nineteenth ward.

Some Estate.—LOT OF GROUND AND FRAME SHED, Salmon street, northeast from William street, Ninetee-th said.

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

VALUABLE RESIDENCE, No. 1117 Walnut street, hotween Eleventh and Twelfth. Has the modern conveniences, &c. Clear of all incumbrance. Terms.—\$10,000 may remain on mortgage. may remain on morigage, Executors' Fereinptory Sale—Estate of Solomon Jones, VALUABLE LOT OF OVER 20 ACRES OF LAND, opposite the property of Charles Henry Fisher, Esq., with fronts on Oak lane and Second-street road. The neighborhood is a very desirable one, a number of elegant country scata in the immediate delative, and within half a mile of Oak-lane station, North Pennsylvania Raiload. THREE-STORY BRICK DWELLING, No. 425 South Broad street, above Lombard. Has the gas introduced, bath, &c. \$3,200 may remain. Institute possession. VALUABLE BUILDING LOT, south side of Sansom street, west of Thirteenth street. 24 feet front, \$9 feet

Sale No. 1214 Bace Street.

SUPERIOR FURNITURE. ROSEWOOD PIANO, MIRRORS, FINE OIL PAINTINGS, TAPESTRY YELVET CARPETS, &c.

15th instant, at 10 o'clock, by catalogue, at No. 1214. Bace street, the superior furniture, rosewood 7-octave piano-forte, by Schomaker & Co., fine French-plate mirrors, fine oil paintings, handsome tapestry velvet carpets &c. 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
ths sky-blue kersey cuttings; 4,045 lbs dark blue do.;
755 lbs list; 1,538 lbs cotten do.; 1,756 lbs citon and
wool; 3,317 lbs mixed; 7,300 lbs sole leather; 11,000 lbs

SALE OF GERMAN FLOWER ROOTS.
On Monday Morning,
At 11 o'clock, at the Auction Store, one case of superior
German flower roots, from R. Vanderschoot & Son, Holland, comprising the usual assortment of hyacinths, tu
lips, jonguils, crocus, nurcisses, &c. Sale corner Pearl and Second Street, Camelen.
SUPERIOR FURNITURE, FINE TAPESTRY CARPETS, &c.
On Tuesday Morning,
19th instant, at 11 o'clock, at the southwest corner of
Pearl and Second streets, Caladen, the household and

itchen furniture, fine tapestry carpets, &c.

May be examined at 8 o'clock on the morning o he sale, with catalogues Bale at Nos. 139 and 141 South Fourth Street.

8UTERIOR FURNITURE, FRENCH-PLATE MIRBORS, PIANO-FORTES, BEDS AND BEDDERG,
CHINA AND GLASSWARE, BRUSSELS AND
OTHER CARPETS, &c.
On Thursday Morning, At 9 o'clock, at the Auction Store, the superior furni-furniture, piano-fortes, mirrors, Brussels and other car-pets, &c., from families declining housekeeping, removed to the store for convenience of sale.

Catalogues ready the day previous to sale. DHILIP FORD & CO., AUCTION-EERS, Nos. 525 MARKET and 522 COMMERCE POSITIVE SALE OF 1,000 CASES BOOTS, SHOES, BROGANS, AND GUM SHOES. BROGANS, AND GUM SHOES.

On Monday Morning,
Nov. 18, at 10 o'rlock precisely, will be sold, by catalogue, 1,000 cases men's, hoys, and youthe' calf, kip, grain, water-proof, and thick boots, brogans, gaiters, Oxford ties, and gum shoes; women's, misses', and children's calf, kip, goat, kill, and morocco heel hoors and shoes, guiters, 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.

HOTELS. ST. NICHOLAS HOTEL, BROADWAY, NEW YORK. BOARD REDUCED TO \$2 PER DAY.

Since the opening of this vast and commodious Hotel, in 1854, it has been the single endeavor of the proprietors to make it the most sumptious, convenient, and comfort-able home for the citizen and stranger on this side tha And whatever has seemed likely to administer to the comfort of its guests they have endeavored, without regard to cost, to previde, and to combine all the elements of individual and social enjoyment which modern art has invented, and modern taste approved; and the pa-tronage which it has commanded during the past aix years is a gratifying proof that their efforts have been appre To meet the exigencies of the times, when all are re-nired to practise the mest rigid economy, the under-

signed
HAVE REDUCED THE PRIOR OF BOARD TO
TWO DOLLARS PER DAY,
at the same time abating none of the luxuries with which
their table has hitterto been supplied.
se7-3m TREADWELL, WHITCOMB, & GO. A CARD.—THE UNDERSIGNED, late of the GIRARD HOUSE, Philadelphia, have teased, for a term of years, WILLARD'S HOTEL, in Washington. They take this account to return to their and beg to assure them that they will be most happy to see them in their new quarters.

SYKES, CHADWICK, & OO.

WASHINGTON, July 16, 1861.

MACHINERY AND IRON. PENN STEAM ENGINE
LEVY, PRACTICAL 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 Tanka, Propellers, &c., &c., respectfully offer their sorvices to the public, as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary, havingstes of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of Pattern making made at the shortest notice. High and Low Pressure, Flue, Tubular, and Oylinder Boilers, of the best Pennsylvania charcoal iron. Forgings, of all sizes and kinds; Iron and Brass Castings, of all descriptions, Noll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and Specifications for all work done at their stability of the set shell-invest.

work connected with the above business.
Drawings and Specifications for all work done at their 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 are provided with shears, blocks, falls, &c., &c., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,

1214.48
BEACH. BEACH and PALMER Streets. iel4-tf J. VAUGHAN MERRICK-John B. Core, Hartley Merrice

WILLIAM H. MERRICE, JOHN H. GOI SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON COM FIFTH AND WASHINGTON STREETS PHILADELPHIA. MERRICK & SONS, MERRICK & SONS,
ENGINEERS AND MACHINISTS,
Manufacture High and Low Pressure Steam Engines,
for land, river, and marine service.
Boilers, Gasometers, Tanks, Iron Boats, &c.; Castings of all kinds, either iron or brass.
Iron-Frams Hoofs for Gras Works, Workshops, Railroad Stations, &c., Machiners of the letter and most Retorts and Gas Machinery of the latest and most mproved construction. Improved construction.

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

Sole Agents for N. Billioux's Patent Sugar Bolling Apparatus; Nesmyth's Patent Steam Hammer, and Aspinwall & Wolsey's Patent Centrifugal Sugar Draining Machine.

SHIPPING. LIVERPOOL, NEW YORK, COMPANY, NOTICE TO PASSENGERS, all By order of the Secretary of State, all passenger leaving the United States are required to procure passenger before going on board the steamer.

JOHN G. DALE, Agent. WEEKLY COMMUNICATION BY STEAM BETWEEN NEW YORK AND LIVERPOOL, calling at QUEENSTOWN, (Ireland,) to land and embark passengers and

RATES OF PASSAGE
THBOUGH FROM PHILADELPHIA,

JOHN G. DALL. 111 Walnut street, Philadelphia. In Liverpool, to WM. INMAN, Tower Buildings. In Glasgow, to WM. INMAN, 13 Dixon street.

THE BRITISH AND NORTH BHIPS.

PASSPORTS.—All persons leaving the United States will require to have PASSPORTS from the authorities of their respective countries, countersigned by the Secretary State at Washington.
FROM NEW YORK TO LIVERPOOL. Chief Cabin Passage.

Second Cabin Passage
FROM BOSTON TO LIVERPOOL.

Northwest corner SIXTH and CHESTRUT Streets, apply-tr.

WEST CHESTER BOAD.

WIA MEDIA.

FALL ARRANGEMENT.

On and after MONDAY, Sept. 2d, 1861, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of EIGHTEENTH and MARKET Streets, at 8 and 12, 30, and 12, and 12, and 14, and 15, and 16, an

EXPRESS COMPANIES.