"E. PLURIBUS UNUM."

BY JOHN PIERPONT The harp of he minstrel with melody rings When the muses have taught him to touch and to But though it may have a full octave of strings To both maker and minstrel the harp is a unit, So the power that creates Our Republic of States

Into harmony brings them at different dates And the thirteen or thirty, the Union once douc, Are "E Pluribus Unum"-of many made one The science that weighs in her balance the spheres, And watched them since first the Chaldean began it, Now and then, as she counts them and measures their Brings into our system and names a new planet.

Yet the old and new stars-Yenus, Neptano, and Mars,
As they drive round the sun their tavisible cars. Whether faster or slower their races they run, Are " E Pluribus Unum"-of many made one. Of that system of spheres should but one fly the track, Or with others conspire for a general dispersion, By the great central orb they would all be brought back, Or held, each in her place, by a wholesome coercion.

Be indulged in her flight, They would all be engulfed by old Chaos and Night! So must none of our sisters be suffered to run, For " E Pluribus Unum"-we all go if one. Let the demon of Discord our melody mar, Or Treason's red hand rend our Union asunder, Break one string from our harp, or extinguish one star, The whole system's ablaze with its lightning and thun-

Let the discord be hushed! Let the traiters be crushed! Though "legion" their name, and with victory flushed For ave must our motto stand, fronting the sun: " E Pluribus Unum"-though many we're one.

## The Arrest of Messrs. Mason and Slidell Legally Considered.

BY SAMUEL M SCHMUCKER, LL.D. [For The Press.] The bold arrest, by an American officer, of two commissioners of the rebel Government, while passengers on board the British vessel Trent, on their way to Europe, and their subsequent confinement in a Federal fortress, as prisoners of state, are events of vast importance in themselves, and are invested with momentous and uncertain issues in the future. A patriotic nation anxiously turns aside, for a time, from their heroic efforts to crush the power of rebellion, in order to contemplate the consequences which may result from these measures, which, to many impartial but timid minds, seem destined to involve us in a desperate conflict with the aspiring, arrogant, and powerful mistress

of the seas. It is indeed a topic worthy of careful consideration and laborious research. Of one thing however, we may rest perfectly assured : If the Federal Government approve this act of seizure ; if it protect the perpetrator of it; if it retain the prisoners thus secured in durance, and if such a policy be right and justifiable, according to the established principles of international law, we need apprehend no hostile movements from England. She will not dare to make this arrest a casus belli, unless compelled so to do by the argent and imperious necessities of the case; in order either to defend her national honor, to protect her commercial interests, or to execute the stipulations to which existing treaties may im-

pel her The whole subject may therefore be resolved into one single inquiry: Was the United States Government justifiable, presuming that it will endorse the act of Commodore Wilkes, according to the settled principles of the law of nations, and the uniform practice under that law, in boarding a neutral vessel, while sailing under a neutral flag, in making search for the persons of robels and traitors, and their contraband goods, and in taking possession of them, when found on board of that vessel? In discussing this question, it will be proper to consider, first, the abstract principles of international law which appertain to the case.

1. PRINCIPLES OF INTERNATIONAL LAW. A few illustrious publicists and jurists of pro-found learning and ability have already defined and settled all the principles which govern the re-ciprocal rights, duties, and interests of organized rest of these resolute and adventurous emissaries of treason against the best of Governments, under pre-Cisely such circumstances, was not only excusable, but that it was also justifiable, honorable, impera-

The distinguished American jurist, Henry Whoaton, when discussing the "Rights of War as to Neutrals," in his able work on international law, Neutrals," in his able work on international law, asserts that the transportation of military persons or despatches, in the service of the enemy, is of the same nature as the carrying of contraband goods, and that such a vessel is liable to capture and confiscation. So clear and certain is this principle, that it cannot be averted or invalidated by the plea that the vessel was impressed by violence into the enemy's service. The justice of this doctrine, he contends, is evinced by the fact that, if the operation of violence could be urred as an excuse for an act so violence could be urged as an excuse for an act so plainly in violation of the duties of a neutral na-tion there would soon be an end to any prohibition. tion there would soon be an end to any prohibition, by the law of nations, to carry contraband goods, or to perpetrate any other hostile act. Wheaton, then, particularly cites a case in point, to the effect that to carry a veteran general might be an act more injurious and important in its nature than to convey a regiment of saldiers. The injured party, in such a case, has therefore the stronger right to prevent or to punish the act. He further contends that the ignorance of the commander of the vessel of the roal character and purpose of his passengers is no excuse, and furnishes no protection for his vessel. real character and purpose of his passengers is no excuse, and furnishes no protection for his vessel. It is enough that an injury has been inflicted to justify the seizure and confiscation of the offending craft, and the arrest of any prohibited or hostile person who may be on board. He also asserts that the same principle applies to the carrying of the despatches of an enemy by a neutral vessel. (Wheaton's Elem. of Intern. Law, chap. vii., sec. 22.)

Now it is perfectly evident, that, if the vessel of a neutral nation which carries contraband goods, may be seized and confiscated, a vessel sailing under a neutral flag which carries the persons and despatches of an enemy may, a fortiori, be also seized and confiscated, and the persons of those agents and emissaries of the hostile power may also be taken in perfect accordance with the established principles of international law. In the case now under consideration, the American officer who made this arrest which have proceeded much farther than he did; he might have taken possession of the Trent as a prize; he might have brought her into a United States port, and she might have been confiscated for the violation of one of the clausest principles which govern the relations of nations toward each other. In merely taking possession of the cach other. In merely taking possession of the persons and papers of the rebel commissioners, he did not exercise half of the jurisdiction which he might legally have claimed. With the doctrines set forth by Wheaton on these points, all the great writers whom we have named, agree, as stated in their respective works on International Law. their respective works on International Law.

The case becomes stronger and clearer when we take into consideration other well sattled principles.

Thus, it is universally admitted, that the moment the vessel of a neutral country receives on board the property or the persons of an enemy, from that moment she loses her neutral character. She assumes the attitude of a belligerent herself, and is, therefore liable to be treated as a sum of the state of the st their respective works on International Law. therefore, liable to be treated as an enemy's vessel, therefore, liable to be treated as an enemy's vessel, and "as a violator of the solemn compacts of the country to which she belongs." (Wheaton, chap. itt, see. 23; 1 Robinson's Admir. Rep., p. 91, vol. itt, p. 217; vol. iv, p. 69.) In this case, therefore, the Trent had made herself just as obnoxious to the United States Government as the piratical vessels—the Sampter or the Jeff Davis were. She was, in reality, no lenger an English vessel; she had no longer any right to unfairl the British colors to the breeze, and she should have run up the detested flag of the rebel States to her masthead. No reasonable man will affirm that the Federal Government would violate any principle of International ment would violate any principle of International Law by boarding the pirate Sumpter and taking the rebel commissioners from her, if they should be found on board. The Trent, by entering the service of the enemy, made herself liable to be treated precisely in the same memory.

vice of the enemy, made herself liable to be treated precisely in the same manner.

This position is strengthened by a third principle of the law of nations which applies to this case. This is, that, in time of war, all neutral Governments are bound to enjoin upon their subjects or citizens, to abstain from every interference in the war, such as carrying contraband goods and forbidden persons. If, therefore, any of their subjects violate this prohibition, they thereby render themselves liable to a penalty from their own Government. It follows that, if their Government be consistent, instead of recenting an act which a foreign belligerent instead of resenting an act which a foreign belligerent nation has committed in self-defence, it should punish its own offending subjects. (Vattel, Lawof Nations, Bk. iii, chap. 7, sec. 104, Grotius, De Jure, Belli et Pucis, Lib. iii, cap. 1.)

It was in accordance with this settled principle of international law that the Exities (user issued has international law, that the British Queen issued her proclamation at the commencement of hostilities, forbidding her subjects to take any part whatever in the conflict, or to assist either the one side or the other. In that proclamation she expressly declared that, if any of her subjects violated that injunction, they need expect no protection from her Government. She gave them ample notice, that she would not assume their quarrel, nor claim indemnification for any losses they might suffer. How will it be possible for the British Government, after the issue possible for the British word and a British vessel, the British flag has been insulted? Instead of taking offence at the act, their regard for consistency, it not their love of justice, should impel them to arrest, convict, and punish the commander of this villatinous craft, for a violation of his own duty as a British subject, and then to offer an apology to the United States Government, that so diagraceful a crime should have home the committee of the contractions of the contraction. crime should have been committed by one who sailed under the protection of the British flag; at the very least, that Government should repudinte the conduct of the commander of the *Trent*, and admit that the arrest of the rabels on board of her

II. DECISIONS OF THE ENGLISH COURTS. The decisions of the highest British tribunals have uniformly been in support of these abstract principles of law. From a vast body of cases adjudicated in the High Court of Admiralty, we select several of the High Court of Admiralty, we select several of the most important, which settle the question at issue with the utmost clearness. In 1807, the American ship Friendship selled from Baltimora to Bordeaux having on board a small cargo and ninety French marines, who had been shipped under the direction of the French minister in the United States. France was then at war with England. The ship was seized by the British cruisers, who held that it was liable to condemnation, because it had become a transport in the military service of the enemy.

The case was argued in August, 1807, before Sir William Scott, afterward Lord Stowell, one of the most profound and learned jurists who ever adorned the English bench. After argument, the court delivered a lengthy and elaborate opinion, in which the principle was fully asserted that the vessel of a mentral nation which receives on board stores, soldiers, or agents intended for the service or benefit of an enemy becomes thereby liable to confivention of an enemy becomes thereby liable to confiscation by the injured party, if taken. It follows that, if the offence renders the vessel liable to confiscation. the Government under whose neutral flag the vestel sailed is not entitled to take any offence, or to dealility which, by the law of nations, invariably belongs, in all countries to foreign ambassadors, demand any reparation for the act. In the case

was an act perfectly proper and justifiable.

Shall it be urged, then, that this is an innocuous that it is an innocent occupation of the What are arms and ammunition in comparison with men, who may be going to be conveyed to renow their hostile activity? Can it be allowed that neutral vessels shall be at liberty to step in and make themselves a vehicle for the transportation of such persons? It is asked, will you lay down a principle that may be carried to the length of pregning a muliture afficer in the you lay down a principle tone may be control to the length of preventing a military officer, in the service of the enemy, from finding his way home in a neutral vessel from America to Europa? If the description of the property as an ordinary passenger, as other passengers do, at his own expense, the question would present itself in a very different form. This case is differently composed. It is the case of a vessel letting herself out in a distinct manner, to

convey a number of persons in the service of the enemy. I do with perfect satisfaction of mind, pronounce this to be a case of a ship engaged in a course of trade which cannot be considered to be permitted to neutral ressels, and, without hesitaon, pronounce this vessel subject to condemna-on." (6 Christ. Robinson's Admiral Reports) The case of the Orozembo was similar to the preceding, and was decided in the same way, by the same distinguished judge, in September, 1807. This was also an American vessel, which had taken This was also an American vessel, which had taken on board several military officers at Lisbon. who embarked for the purpose of proceeding to Batavia, in the service of the then hostile Government of Holland. The vessel was captured, brought into a British port, and held liable to confiscation. In this case, Sir William Scott, after reaffirming the points decided in the case of the Friendship, proceeded to rule upon other related issues which appertained to it, and which are also applicable to the case of the Trent. He said: "It has been urged that the master was ignorant of the character of the service on which he was engaged, and that, in order to support the penalty, it would be necessary that there should be some proof of delinquency in him or his owner. But I conceive that it is not necessary. It will be sufficient if there is an injury arising to the belligefent from the employment in which the vessel is found. On every view which I take of the case, on the prinevery view which I take of the case, on the prineiple of law, or on the evidence of the facts, I have no hesitation in pronouncing that this vessel is liable to be considered as a transport, and, as such, subject to condemnation." (6 Robinson's Adm. Reports of 123) Adm. Reports, p. 435.)
In the case of the Atalanta, a Bremen ship, the In the case of the Automa, a bremen saip, the same court held that the carrying of despatches for an enemy, by a neutral vessel, renders that vessel liable to condemnation. The judge said: "Any person stepping in to lend himself to effect the same purpose" (i. e., to convey despatches) "under the privilege of an estensible neutral character, does, in fact, place himself in the service of the hostile State, and is justly to be considered in that character. (*Ibid*, Vol. VI., p. 454.) It must be clear to every one, how perfectly applicable these cases and decisions are to the instance under consideration. The master of the Treat, sailing under a neutral flag, had received on board the emissaries of a hostile character. ilege of an ostensible neutral character, does

flag had received on board the emissaries of a hos-tile Government. He could scarcely urge the plea of ignorance as to the real character and mission of his engers: and if he could have done so, it was no excuse or pulliation for the act. He was equally culpable, whether ignorant or not. On board the Trent were also found the despatches of the rebel agents from their Government to their ambassadors already in England, with other guilty and treasonable documents. The measure of the captain's guilt was full. There was not a single feature wanting to render it as complete a violation of neutrality as could possibly be conceived. So the highest British tribunals have decided repeatedly and in the property and in the country of the single state. count possibly be solicited. So the figurest British tribunals have decided repeatedly, and in the most solemn manner, in similar cases. Can there be any doubt, therefore, that Com. Wilkes was perfectly justifiable in making the seizure? Can anything be plainer, than that England cannot so stultify her own laws—so ignore her own policy—so condemn her own acts—as to censure the United States for doing what she has herselt so repeatedly commendooing what see has herself so repeatedly commended, defended, and performed?

We will cite but one additional case. In 1802 the Swedish vessel Carolina, having been used as a transport for French troops to Egypt, was afterwards taken and held for condemnation by the English Government. The plea set up was, that she was compelled by force, by absolute duress, to start the service of the aneny, and that therefore. enter the service of the enemy; and that therefore the master and the owners were not liable. Sir William Scott, however, declared: "My opinion is that a man cannot be permitted to aver that he was an involuntary agent in such a transaction; whether the troops were received on board voluntarily or involuntarily, can make no difference." (6 Robinson's Adm. Reports, p. 261.) Now, in the case of the Trent, no force whatever was employed to compel the master to receive the rebel commissioners

pel the master to receive the rebel commissioners on board. He did it voluntarily, so that, if it were possible, his orline was greater, the conduct of Commodore Wilkes was still more justifiable, and the British Government is under still greater obligations to approve the act of the American officer. If an apology is to be made by any one, to avert the horrors and calamities of war, it is clear that it should be offered by that Government whose neuciprocal rights, duties, and interests of organized communities or nations. If the opinions of such writers as Grotius, Puffendorf, Byrekershoek, Vattel, and Wheaton can be adduced in support of any doctrine, that ductrine may safely be accepted as unanswerably true. We affirm that the authority cannot demand any reparation; or, if they recognize the act, they are bound by every principle of international law, and by the decisions of their own courts, to regard the United States Government as the injured party, and as such entitled to repara-

No principle has ever been contended for by Bri-No principle has ever been contended for by British jurists and statesmen more carnestly than that of the "Right of Scarch." That right has indeed been always regarded as unquestionable by the most eminent European writers on international law. Vattel asserts that "At present a neutral ship refusing to be searched, would from that proceeding alone be condemned as a lawful prize." (Law of Nations, B. III., Ch. VII., Sec. 114.) This same right was ably defended by Sir William Scott, in his opinion of the case of the Maria. (1 Robinson's Adm. Rep., 340, and Edward's Rep., 208.) The British Government has invariably claimed and exercised this right; and in several instances its exercised this right; and in several instances its exercise was accompanied by circumstances precisely similar to those connected with the case of the Trent. The memorable case of Lucien Bonaparte is well known. In August, 1810, that personage, having obtained favorable assurances of protection from the British minister at the Sardinian Court, embarked at Civita Vecchia, with a retinue of thirty-five persons, in an American vessel, proceeding directly to the United States. A storm drove him into the port of Cagliari. After he had again set sail, he was overtaken by a British cruiser, conveyed to Malta, and afterward taken to England, where he was detained under surveitlance. He was even declared a prisoner of war, exercised this right; and in several instances its lance. He was even declared a prisoner of war, and remained as such till the downfall of Napoleon in 1814. If the British Government does not wish

to render itself contemptible in the estimation of the civilized world, after perpetrating such an act, it will commend the vigilance of the American Gothe will commend the vigitance of the American Government in thus capturing its most dangerous enemies, whose express mission was one of hostility to their interests. In the case of Lucien Bonaparte, there was not the slightest evidence to show that he had any designs against England. In the case of the rebel emissaries on the Trent, their crime was as clear and patent as the light of the sun, and rendered their cauture the presimparties and care. dered their capture the more imperative and excu-But why argue that point farther? Was not the war of 1812 the direct result of the universal exercise by England of the right of search? And did England not exercise that right in its most obnexious forms, and for the most objectionable purposes? Not simply to ascertain whether any British subjects Not simply to ascertain whether any British subjects were on board neutral vessels, but also for the express purpose of impressing them into the British service? The right of search is connected with the right to capture rebels, because, if the former be denied, the latter cannot be executed; and hence it is, that the former topic possesses a primary importance in connection with the present discussion.

IV. CONSISTENCY OF THE U. S. GOVERNMENT. We have now arrived at a difficult point connect-We have now arrived at a difficult point connected with this subject. It is involved in these inquiries: Did not the Government of the United States resist the British doctrine of the right of search? Did it not hazard all the horrors of war in support of that resistance? If so, with what show of consistency can it now claim itself to exercise that right, as was done in the case of the Treat! The United States then contended that nevertal days protented both cargo and segment and neutral flags protected both cargo and senmen, and rendered them also neutral. We then contended for another right, which England then denied—namely, that any subject or citizen could expatriate himself, could throw off his allegiance to the land of his birth, and could become the citizen or subject of another Government. How can we reconcile the advocacy of these doctrines with the arrest of the rebels on board the *Trent?* We answer; they can be reconciled with perfect ease—thus: That right of search against which the United States Government contended in the war of 1812 was the general, promiscious right which England claimed and practised in all cases, whether she had any reasons to believe that any of her subjects were on board, upon missions hostile to her interests, or not. The right of search for which we now contend is essentially different, and extends only to those cases in which the Federal Government. only to those cases in which the Federal Government has satisfactory reason to believe that rebels
and enemies are on board, engaged in errands and
enterprises injurious to the safety and perpetuity of
the Government. We make this statement because we believe that, until the present time, such
has been the practice of our Government. We have
no right to impute any other policy to that Government until it performs some act which furnishes
are of that it has vecred round any adopted the ment until it performs some act which furnishes proof that it has vecred round and adopted the British doctrine of general and promiscuous search. If, therefore, we have stated the true policy of the United States Government in reference to this subject, there is no inconsistency between its acts in 1812 and those of 1801. But, even if there were in inconsistency it does not become England to nn inconsistency, it does not become England to condemn us for it, because that inconsistency would be produced by the adoption of their own policyby doing precisely what they themselves have done in innumerable instances.

One memorable case has occurred since the war of 1812 in which the Federal Government pursued of 1812, in which the Federal Government pursued a policy perfectly in harmony with the policy now indicated. In 1837, during the troubles in Canada, the Caroline, an American vessel, was used for the purpose of transporting belligerents, hostile to the Government, into the British territory. This vessel, while moored on the American side of the versel, while moored on the American side of the Niagara, was attacked by the British, was set on fire, and was then drifted down the current to destruction. There were also some lives lost by the cutastrophe. For this act the United States made no complaint, demanded no apology, required no reparation from the British Government. Why was this? Because the British authorities had satisfactory proof that this vessel was employed as a transport for hostile troops; that it had thoroby passed from a neutral to a bastile creft: thet it was

passed from a neutral to a hostile craft; that it was justly liable to be searched, and to be subject to confiscation or destruction. Therefore, no complaint

was ever made; nor can a single instance be produced, in the past history of the Federal Government, in which their policy and conduct have been inconsistent with that pursued in reference to the

Caroline and the Trait.

But it may be contended, that, if the United

States approved at an earlier stage of their history, of the doctrine that the subjects or citizens of any Government have the right to throw off

their allegiance and become the subjects or citi-zens of another State, the rebel commissioners

zens of another State, the rebel commissioners claimed to have done the same thing, and were therefore, no longer citizens of the Federal Government. The answer is, first, that the rebel commissioners had not relinquished their allegiance to the United States in a constitutional way, and, therefore, were still citizens, though guilty, of the Federal Republic. Second, even if they had been released from their allegiance in a constitutional and valid manner, they were not justified in assuming the character of enemies and belligorents, going abroad for the express purpose of injuring the Government whose citizens they had been, and by whose gallant officers they were eventually captured and secured. Nor could they claim that inviolability which, by the law of nations, invariably

just cited, the court said, among other things: , present has never been recognized by any other

Power, and is really no Government at all, either facto or de juri The position and attitude now occupied by the nited States and by the Administration of Mr. Lincoln are the most imposing and impressive that have graced the annals of our country. By their masterly efforts the deadly toils are drawing closer and closer around the rampant monster of treason. In vain it makes prodigious bounds and desporate doublings. Its death is inevitable. Then the sublime and magnificent Confederacy of former and better times will reappear, begirt with the freshness and splender of immortal youth, to commence a new career of brighter promise and of more felicitous results than any which have yet adorned its

Capture of the Rebel Schooner Fanny Correspondence of The Press.]

U. S. FRIGATE ST. LAWRENCE, Blockeding Squadron, OFF ST. SIMONDS, NOV. 7, 1861. I have but a moment in which to give you a synopsis of what has transpired on board of this vessel during the last month. We left Lynnhaven Bay on the 5th ult., and, after a stormy passage of twenty-one days, arrived off this port and came to anchor; and here we have been lying ever since, with nothing whatever to cause the pulsations of our hearts to make one think more than usual until the 4th instant, when, about noon, a sail was descried to the northward of us; and the wind dying away, Lieutenant Gillis volunteered to take boat and try and overhaul her; and as soon as it was known that there was a prospect of some excitement, and permission granted to Lieut. Gillis to go, Lieut. Wiltse, Marine Officer Callum, and Assistant Surgeon J. Paul Quinn, expressed the most carnest desire to accompany the expedition, and, as soon as the boats could be gotten ready, off they started, with hopes beating high that the sail might prove to be a privateer; but, alas for their hopes, the shades of evening closed over the scene before they were enabled to even get a sight of the vossel, which could be plainly seen from the tops of the frigate, owing to their being so elevated; but nothing daunted by this adverse circumstance, they continued their course. hoping that they might be so fortunate as to fall in with her: but after pulling and sailing about thirty-five miles, they were obliged to return to the ship, without having even the satisfaction of seeing their object of search. But, if they were not so fortunate as to make a capture that night, we were repaid for the trouble of a short chase last evening by the capture of the schooner Fanny Lee, of Nassau, which left Darien, Georgia, yesterday morning. She proves to be quite a valuable prize, being loaded with rice and obacco. She leaves in a few moments, and I am obliged to close, with the cry ringing in my ears, of "Sail, oh!" and I hope that it may prove another prize.

A Curious Coincidence. In the first volume of "Bancroft's History of the United States, page 26, occurs the following sin-

gular passage : "For an agricultural colony, a milder climate was desirable; in view of a settlement at the South was desirable; in view of a settlement at the South De Monts explored and colonized, for France, the rivers, the coasts, and the bays of New England, so far, at least, as Cape Cod. The numbers and hostility of the savages led him to delay a removal, since his colonists were so few. Yet the purpose remained. Thrice in the spring of the following year did Dupont, his licutement, attempt to complete the discovery. Thrice he was driven back by adverse winds, and at the third time his vessel was wreeked. Toutrincourt, who had visited France. wrecked. Toutrincourt, who had visited France, and was now returned with supplies, renewed the design; but meeting with disasters on the shoals of Cape Cod, he, too, returned to Port Royal. Thus the first settlement on the American Continent had been made—two years before James river was had been made—two years before James river was discovered and three years before a cabin had been raised in Canada.

The name of Dupont in connection with a naval expedition at Port Royal in 1805, and with another and greater two hundred and fifty years later, is one of those curious coincideness in which the muse of history loves to indulge. If the first had succeeded in his efforts to possess the New England shores, who can tell what would have been the effect upon the destinies of this continent? If the second had failed in entering Port Royal harbor, how differently the future annals of the Republic might read! If Port Royal menaced New England in 1605, the tables have been turned in 1861.

land in 1605, the tables have been turned in 1861. The Trouble Among the Rebel Leaders The Washington correspondent of the New York

Times says: It is now definitely ascertained in military circles at Washington that Beauregard recently tendered his resignation as a general of the Confederate at it assungton that Beauregard recently tendered his resignation as a general of the Confederate army, in consequence of his difference with Jeff Davis as to the conduct of the war. Violent parties have sprung up among the Confederates on this question. Beauregard representing the offensive war party, who believe in invading the North and wintering in Baltimore. Philadelphia, and New York; and Jeff Davis representing the defensive war party, who trust to time and the patient defence of their own soil to give them independence. The Beauregard party complain that the policy of Davis has led to the invasion of South Carolina, and will fill the Cotton States with the horrors of war, and end in their destruction; and it is believed that Davis has succumbed to the war policy to prevent South Carolina and Georgia from seceding from the Confederate States. Gen. Beauregard was induced to withdraw his resignation, and no doubt on the assurance that a change would be made, and that he might have the privilege of attacking the Union armies on the Potomac. Gen. McClellan would not be surprised at being offered battle any day, and he is prepared for it.

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At the Merchants' Exchange, Philadelphia Ship Brazil, Blair Liverpool, soon Ship Westmoreland, Decan Liverpool, soon Ship Samuel Abans, Gay London, soon Brig M F Milliken, Norden Matauzas, soon Schr J M Houston, Russell St Thomas, 7000 Schr Luna, (Br) Wilson. Port Spain, Trinidad, soon Schr Volunteer, (Br) Loomer Kingston, Ja, soom

SAILING OF THE OCEAN STEAMERS. from the united states. Columbia New York Havana Nov 26
Nisgara Boston Liverpool Nov 27
C Manchester New York Liverpool Nov 30
Norwegian Portland Liverpool Nov 30
Saxonia New York Hamburg Nov 30
Asia New York Liverpool Dec 4
Fulten New York Havre Dec 7
North American Portland Liverpool Dec 1
Karnak New York Nassau Dec 10
Luited Kingdom New York Glargow Dec 10
Luited Kingdom New York Liverpool Dec 14
C of Baltimore New York Liverpool Dec 14
Europa Boston Liverpool Dec 18
FROM EUROPE C of Baltimore ... New 10rk ... Diverpool Europa ... ... Boston . Liverpool FROM EUROPE.

ontra LEAYE FOR DAY.
Fulful......Southampton, New York. Nov 12
North American. Liverpool. Quebsc Nov 14
Congress Antwerp. New York. Nov 14
Canada Liverpool. Boston Nov 16
C of Haltimore Liverpool. Boston Nov 16 St Andrew. Clasgow. New York.

St Andrew. Clasgow. New York.

Africa. Liverpool. New York.

Bavaria. Southampton. New York.

Hansa. Southampton. New York.

Europa. Liverpool. Boston. 

MARINE INTELLIGENCE. FORT OF PHILADELPHIA, Nov. 26, 1861, 

ARRIVED,
Bark Shark, (Br) Hatch, 63 days from London, in bal-Bark Shark, (Br) Hatch, 63 days from London, in ballast to Thos Richardson & Co.
Schr J Northrup, (Br) Ross, 27 days from Port au Prince, with logwood, &c. to Thos Wattson & Sons.
Schr H M Mayo, Ward, 3 days from Providence, in hallast to E A Souder & Co.
Schr Charles Atkinson, Atkins, 1 day from Mitton, Del, with corn to Jas L Bewley & Co.
Schr Mary, Rickards, 1 day from Cannden, Del, with wheat to Jas L Bewley & Co.
Schr Wauponss, Savin, 1 day from Smyrna, Del, with wheat to Jas Barratt & Son.
Schr Telegraph. Comnor, 1 day from St George's, Del, with corn to Jas Barratt & Soo.
Schr Hyens, Davis, 8 days from Portland, with mose to captain. Schr Hyens, Davis, 3 days from Portiand, with mose to captain.

Schr C R Vickery, Staples, 3 days from Taunton, 16 billast to captain.

Schr A B Russell, Duffell, 2 days from Lewes, Del, with corn to Jas L Bewiey & Co.

Schr Montevue, Falkenburg, from Egg Harbor.

Schr E Fowler, Willard, from Boston.

Schr Amelia, Rockhill, from Tuckerton.

Schr Transport, Tilton, from New Haven.

Schr Horizon, Jarvis, from Baltimore,

OLEARED. Ship Saranak, Rowland, Liverpool, Cope Bros. Schr C R Vickery, Staples, Taunton, Sinnickson & Schr C R Vickery, Staples, Taunton, Sinnickson & Glover.

Schr E Fowler, Willard, Boston,

Schr E Fowler, Willard, Boston, E A Souder & Co.

Schr Chara, Barrett, Boston, Van Dusen, Norton & Co.

Schr Fred Reed, McCalmon, Portland, Noble, Hammett & Caldwell.

Schr Annelia, Rockhill, Providence, J Milnes & Go.

Schr Horizon, Jarvis, New York, Wm H Johns.

Schr Montevue, Falkenburg, N York, F Tyler & Co.

Schr Sedona, Wall, Charlestown, J R Blakiston.

Schr Transport, Tilton, New Haven, do

schr Wm H Rowe, Harris, New Bedford, L Andenried & Co.

Steamship Kennebec, Garton, hence, arrived at New

HOMOCOPATHIC DISPENSARY, 509 SOUTH FOURTH STREET, OPEN DAILY, from 12 to 2 o'clock, OPEN DAILY, from 12 to 2 0 crows,
(Sundays excepted.)

Consulting Physicians—HICH'D R. GARDINER, M. D., JAMES KITCHEN, M. D., FRANCIS SIMS, M. D.

JOS. H. GALLAGHER, M. D., Attending Physical Consulting Phy RETAIL DRY GOODS.

DILKS! SILKS!—SILKS!—Come
Dand scenar the Bargains just received from Auction.
Foodard Silks, 37% to 44c., cheap at 75. Splendid
Plaid, 50c., cheap at \$1. 1,000 yards at 55c., regular
price, \$1.25. These Silks, for st)les, qualities, and price,
cannot be equalled in the city.
SHAWLS! SHAWLS!—500 Broche Long Shawls, at
\$5, cheap at \$1.500 Syarar Broche Shawls, at \$2,
cheap at \$5; 1,600 Stella Shawls, Reversable French
Shawls, Chemille Shawls, Cashmere Shawls, at laft price,
at
McELROY'S, No. 11 S. NINTIL Street. Shawls, Chenille Shawls, Cashmere Shawls, at half price, at MCFLISOY'S, No. 11 S. NINTH Street.

CLOTH CLOAKS!— Water-proof Cloth Cloaks, fashiomable Cloth Cloaks, in endless variety. The newest siyle Ctoth Cloaks, at the lowest prices in the city, at McFLISOY'S, No. 11 S. NINTH Street.

500 yards Black Cloths, for Ladies' Cloaks, at Sl. A splendid assortment of Cloths for Ladies' Cloaks, at 25 per cent. less than can be bought elsewhere.

FURS! FURSE—From Anction. Bargains. Splendid Sets, at \$2.50, \$3.50, \$4.50, \$5.50, \$7.50.

500 yards Black Cassimeres, 44 cents, all wool, cheap at 75. HAVE REDUCED THE PRICE OF BOARD TO TWO DOLLARS PER DAY,

tt 75.

500 yards Satincits, only 20c., cheap at 44.

500 yards allwool Plaids, at only 25, cheap at 50.

500 yards allwool Merimoes, 37 ½, cheap at 60.

500 yards allwool Merimoes, 62, cheap at 61.

1,000 yards Velvet Poplins, at 87 ½, regular prices \$1.25. 2,000 yards English Prints, 6%, cost to import 11.

No. 11 S. NINTH Street BLANKETS, FLANNELS, MOUSDELAINES, CHINTZES, AND MUSLINS.
V. E. ARCHAMBAULT, N. E. corner ELEVENTH
and MARKET Streets, will open this morning, large
size Heavy Blankels, from 53 to \$85; White, Bod, and
Gray Flannels, from 12 to 31 cts.: Fancy Plaid Flannels,
only 31c worth 50c.; rich Fall style Delaines, 12, 18, 20,
and 22c.; Merrimae Chintzes, 10 and 11c.; Bleached and
Brown Shirtings and Sheetings, 7 to 31 cts.; new style
Plaid Dross Goads, only 25c., worth 50c; ladies' and
misses' Illenket Shawls, from \$1 to \$8. Cheap Carpets,
Oll Cloths, and Window Shades.

GREEN OTTOMAN REPS FOR Gored Dresses. Blue Ottoman Reps.

Blue Officials Reps.
From Official Reps.
Purple Modes, &c., &c.
Richest Printed Reps.
EYRE & LANDELL.
FOURTH and ARCH Street SCARLET LONG AND SHORT

Scarlet Scarfs \$2. Scarlet Scarfs \$2.50. Scarlet Scarfs \$3. Searlet Scarfs \$5 and \$8. EYRE & LANDELL. ESKIMO CLOTH FOR CLOAKS.

Black Beaver Cloths. Black Beaver Cloths. Black Ribbed Sealskin.

Black Cloth Cloaks.

EYRE & LANDELL. STAINED BLANKETS.—WE WILL sell a good double-twilled 10-4 Blanket for \$2 per STAINED BLANKETS.—WE WILL
Sell a good double-twilled 10-4 Blanket for \$2 per
pale, slightly stained; extra-large 104 do., almost perfect, \$2.75; 12-4 do., weighing 8 pounds, \$4 per pair;
large and fine Crib Blankets, 75 cents each; fine Bed
Blankets, of every quality and size made, from \$1.50 to
\$20 per pair; Ironing Blankets 50 cents; Horse Blank
etts, hap Blankets, Comfortables, \$1.25 each; all qualities
of Blankets sold at last years 'low prices; Linea Table
Cloths and Napkins, part of which are very fine, of a
bankrupt stock, at less than cost; very fine Bairting Linen at less than cost; very fine Ladies' Linea Hundkerchiefs at less than cost; than cost; very fine I and Flannels, Maslins, Wood Flannel, Gray Flannel, Grash Tickings, Table Lineas by the yard, Towelling of every description. This stock of goods we have purchased from
a bankrupt house, and will sell many articles at less than
cost of importation. R. D. & W. H. PENNELL,
no19-6t

DOPULAR SHAWLS— Large and full assortments of the following Winter Long and Square Scotch Blankets. Fine American, of all styles. Black and White Checks and Browns. Black and White Checks and Browns. Children's Long and Square Blankets. Fine Stellas, Scotch borders. Broche, from low to extra fine. Black Centres Broche Chaine Laine. Light Gray and Dappled Berlim. Friends Shawls, of all kinds. GLOAKING CLOTHS. Water Proofs. Remidlents. Away Sentin

Water Proofs, Repellants, Aqua Scutum.
Spangled and Frosted Beavers.
Black Beavers and Tricots.
SHARPLESS BROTHERS, CHESTNUT and EIGHTH Streets nol5 BARGAINS IN DRESS GOODS. NEW AND CHOICE DRESS GOODS AT EXTRAORDINARY LOW PRICES Rich Silk Plaid and Printed Reps.
Plain Reps and Velours de Epingle.
VERY CHEAP BLACK SILKS. VERY CHEAP BLACK SILKS.
Rich Printed Magenta Cloths.
Rich Printed Merlinose 87 Let to \$1.25.
Rich Printed Merlinose 87 Let to \$1.25.
Rich Printed Merlinose 87 Let to \$1.25.
3,000 yards Mobair Brocades at 14c, worth 25c.
2,800 yards Printed Delaines at 13c, worth 18c.
A choice assortment of Blanket Shawls,
NEW STYLES OF WINTER CLOAKS of
Beaver, Tricot, and Water-Proof Cloths,
Handsome Velvet Vestings and Cassimeres.
H. STEEL & SON,
no. 713 North TENTH Street, above Coat

no9 No. 713 North TENTH Street, above Coates. GENTLEMEN, TAKE NOTICE. A full line of Merino Shirts and Drawers.
A nice assortment of Gent's Mands.
A full line of Cotton and Merino Hose.
A full line of Cotton and Merino Hose.
A fuce assortment of heavy Cassimeres.
Two lots of fine French Black Cloths.
Thirty doz. L. C. Hilkes, from Auction.
Twelve doz. Suspenders from Auction.
Striped Cloths for Shirts.
Twilled Flannels, White, Red, and Gray.
Gloves in great variety at

JOHN H. STOKES,

702 ARCH Street.

WILL OPEN THIS DAY AN IMmense stock of all wool De Laines, the balance of a large importation, consisting of 1 lor near figured dark grounds, at 31 cents, usually sold at 62½ cents.

1 lot chintz colors, at 37 cents, usually at 75 cents.

1 lot, yard wide, Piaids, at 12½ cents.

COWPERTHWAIT & CO.,

no9-if N. W. corner EIGHTH and MABKET. ADIES' BLACK CLOTHS.

TILANNELS—

Shaker Flannels, warranted genuine.

COOPER & CONARD,

NINTH and MARKET streets

FANCY CASSIMERES-of every grade and style, from 62c t Of every grade and style, from 62c to \$1.50 per yard. Black Cassimeres, some extra fine lots. COOPER & CONARD, NINTH and MARKET Streets.

PROPOSALS. DROPOSALS WILL BE REceived at the office of the Deputy Quartermaster General, United States Army, No 1139 GHARD Street Philadelphie, until 12 o'clock M., on the 5th of December next, for furnishing one hundred four-wheel Ambulances, known as the Tripler pattern, to be endorsed "Propo-sals for furnishing Tripler Ambulances." next, for furnishing one hundred four-wheel Ambulances, known as the Tripler pattern, to be endorsed "Proposals for furnishing Tripler Ambulances."

AMBULANCE (Body.)

Sills 11 feet long, out to out, (including foot-board,) 3 ½ inches wide by 2½ inches deep. The foot-board is 11½ inches wide, made of 1-inch stuff, and fastengd, on the sills by 3% inch bolts at each end. The sills are made at front end so as to incline the foot-board upwards. There are eight studs on cain the foot-board upwards. There are eight studs on each side, 1½ inches square; sides are solid panels of %-inch boards, 30 inches high (with middle rail) from top of sill to top of rail on panels. There is a top rail about 4½ inches above; this rail is fastened to the studs. The body is 8 foet 9½ inches in length in the clear, from outside of tail place to bux in front, and 4 feet wide in the clear, front, or head-board, 15 inches high, 5 feet bigh in centre from floor to ridge pole, and top made oval, 6 bows 2x½ inches, fastened to nails and studs with screws outside,

In second lower panel or 2 feet from front, on each side, there is a wicket door 8½ inches wide and 14½ inches long. This door is made to slide in a groove on inside; the seat for driver is made of the lid of box with cushion; the box is 18 inches wide, 11½ inches in the clear, with partition in the middle; the lazy back is fastened to the lid of box, plain hand lock on side, to which is attached an iron rod or lever alongside of body; to the lever is a strap by which the driver locks the

to the lever is a strap by which the driver locks the wagon.

A middle bar 3 % x 2% inches is bolted on sills, for the bindside spring, 2 braces on tail end of body reaching from tail-piece to top rail.

Framework of body to be of best white oak timber thoroughly seasoned, the bows to be of white ash; panels to be of opplar throughly seasoned.

Curtains to be strupped, straps to be sewed on with harness thread well waxed.

SPRINGS OF AMBULANCE.

Springs to be best quality spring steel. Back spring 4 feet 2 inches long from centre to centre; side springs back 3 feet 10 inches centre to centre; the cross springs are 2% inches wide, 7 plates; the side springs \$\frac{2}{2}\$ inches wide, 7 plates; the side springs \$\frac{2}{2}\$ inches wide by 6 plates; side springs front 3 feet 10 inches long centre to centre.

Axles of iron, to be case-hardened, 1% square, turned

by 6 plates; side springs front 3 feet 10 inches long centre.

Axles of iron, to be case-hardened, 1% square, turned edgewise, with nuts on ends. Boxes 8% long, 1% x1% inches.

Hubs of gum or locust thoroughly seasoned; the spokes and felloes to be of white oak thoroughly seasoned.

Hind wheels 4 feet 8 inches high, without the tire, hubs 7% x10 inches, spokes 1% x2 inches at the shoulders, tire 2 inches wide and % inch thick, felloes 2% inches deep.

Front wheels 3 feet 8 inches ligh without the tire; hubs 7% x10 inches, spokes 2x1% inches at the shoulder, felloes 2% inches deep.

Hounds and half hounds, to be of white oak, of best duality, and without defects. Half hounds, 2 feet long; 5th wheel, 2 feet diameter, 1% inches x½ inch.

Whole hounds, 4 feet 4 inches long. 3 cross bars on 5th wheel, 2 inches square; cross bar on front hounds, 4 feet 8 inches long. 3 tross bars on 5th inches long, the steps on each side are fastened to this cross bar.

feet 8 inches long, the steps on each side are fastened to this cross bar.

Double trees, 4 feet long, ironed, same as those of omanibuses, as is also the whole running gear, the double trees, and lead tree to be of white hickory, without defects and thoroughly seasoned.

Tongue, 10 feet 6 inches long, 4 inches muare at back and a light and tapers to 2% inches muare at back and 4 ffront end it tapers to 1% inches muare at back and 4 ffront end it tapers to 1% inches muare at back and 1 ffront end it tapers to 1% inches muare at back and 1 ffront end it tapers to 1% inches muare at back and 1 ffront end to 1 ffront end to 1 ffront end it tapers to 1% inches muare light; tongue to be of white oak, of the best quality and free from defects.

Elect 7% inches long, 1 foat 10 inches wide; panels, 4% inches wide, 1% inches thick, of poplar, and has a solid bottom; mattrass is made of heavy oil cloth, stuffed with best quality curled horse hair; the cover of litters is fastened to panels of litter by a leather binding, and tacked all around; in each frame of litter there are to be sixteen mattrass springs; cross strips to be made of best quality oak.

The frame work for upper litters is composed of three Steamship Kennebec, Garton, hence, arrived at New York 24th inst.

Ship Hortensia, Dreyor, hence, arrived at Liverpool 12th inst.

Ship Thos II Perkins, Stevens, sailed from Bordeaux 7th inst. for New York.

Blark Palermo, Ingham, sailed from Bordeaux 7th inst. for New York.

Bark Leighton, Randall, cleared at Liverpool 19th inst. for River York.

Bark Howland, Fulton, hence, arrived at Marselles (Chinst.)

Bark Howland, Fulton, hence, arrived at Queens Infig. Therias, Levey, cleared at London 9th inst. for Cientuagos.

Bark Howland, Fulton, hence, arrived at Queens Infig. Accept the Comment of the Cientuagos.

Schr Greeniand, Hetter, hence for Hayana, was spoken (No. 1) and the Carroll, Pratt, from Except and London (Liver) in and out; these handles are let in, level with the litter frame, 21 inches long, made to come out, say 15 inches, without being checked.

We have the summer of the comment of the comme

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

Since the opening of this vast and commedious Hotel in 1854, it has been the single endeavor of the proprietor to make it the most sumptions, convenient, and comfortable home for the citizen and stranger on this side the And whatever has seemed likely to administer to the And whatever has seemed likely to administer to the comfort of its guests they have endeavered, 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 patronage which it has commanded during the past six years is a gratifying proof that their efforts have been appreciated. ciated.

To meet the exigencies of the times, when all are required to practise the most rigid economy, the undersigned

at the same time abating none of the inxuries with which their table has hitherto been supplied.

887-3m TREADWELL, WILTCOMB, & CO. A CARD.—THE UNDERSIGNED, leased, for a term of years, WILLARD'S HOTEL, in Washington. They take this occasion to return to their old friends and customers many thanks for hast favors, and beg to assure them that they will be most happy to see them in their new quarters.

SYKES, CHADWICK, & CO.
WASHINGTON, July 16, 1861.

au23-17

MARSHAL'S SALES.

MARSHAL'S SALE,—BY VIRTUE ARSHAL'S SAILE.—BY VIRTUE.

Judge of the District Court of the United States, in and for the Eastern District of Pennsylvania, in Admiralty, to me directed, will be sold, at Public Sale, to the highest and best bidder, for cash, at CALLOWHILL-STREET WHARE, on TUESDAY, December 3d, 1861, at 12 o'clock M., the six-eighths part of the schooner FAIR-WIND, her tackle, apparel, and furniture, being the interest of BENJAMIN BRAGG 1, JOSEPH ROBINSON 3, GEORGE H. BROWN 2-8-residents and inhabitants of the State of North Carolinas nts of the State of North Carolina.
WILLIAM MILLWARD,

U. S. Marshal, E. D. of Pennsylvania. Philadelphia, November 19, 1861. no20-6t MARSHAL'S SALE.—BY VIRTUE Judge of the District Court of the United States, in and for the Eastern District of Pennsylvania, in Admiralty, to me directed, will be sold, at Public Sale, to the highest and best bidder, for cash, at MEAD-ALLEY WHARF, on WEDNESDAY, December 4th, 1861, at 12 o'clock M. on WEDRESDAY, December 3th 1012 at 22 of other the Schooner HARRIET RYAN, her tackle, apparel and furniture, and the cargo laden on board, consisting of 13 hogeheads MOLASSES, 2,400 bushels SALT. of 13 hoggheads MOLASSES, 2,400 bushels SALT, barrel SUGAR, and 2 punchrons RVM. May be examine on the mording of sale.

WILLIAM MILLWARD,

U. S. Marshal, E. D. of Penn'a.

Philadelphia, November 21, 1861. uo22-6t

LEGAL. NOTICE.—TO THE HEIRS AND Legal Representatives of HENRY VANHORN, late of the township of Upper Makefield, Bucks county, leconsed.

Take notice, that an inquest will be held at the late livelling house of HENRY VANHORN, deceased, in the lownship of Upper Makefield, county of Bucks, aforesaid, on SATURDAY, the 7th day of December, 1861, at m o'clock in the forenoon of that day, to value and di-ide certain real estate of said deceased, to and among ide certain real estate of sain degensial, to find infinity in heirs and legal representatives, if the same can be lone without prejudice to or spoiling the whole thereof, otherwise to value and appraise the same according to a se, at which time and place you are requested to attend if you think proper.

If PAUDSON Shoriff J. T. SIMPSON, Sheriff. Sheriff's Office, Doylestown, November 6th, 1861.

NOTICE.—TO EVE DEANE, late of the County of Philadelphia.

In obedience to an order of Publication to me directed, you are hereby notified to be and appear in the Court of Common Pleas for the City and County of Philadelphia, on the First MONDAY of December next, to show cause, if any you have, why your husband, BENJAMIN JISANIN, should not be divorced from the bonds of Matrimony entered into with you, according to the prayer of his petition filed in said Court.

WILLIAM H. KERN, Sheriff.

Sheriff's Office, Philadelphia, Nov. 2, 1801. no2-tast NOTICE.—TO ANN ELIZA CAL-OTICE.—TO ANN ELLIZA CALL
LOWAY, late of the County of Philadelphia.
In obedience to an order of Publication to me directed, you are hereby notified to be and appear in the Court of Common Pleas for the City and County of Philadelphia, on the First MONDAY of December next, to show cause, if any you have, why your husband, GEORGE CALLOWAY, should not be divorced from the bords of Matrimony entered into with you, according to the prayer of his petition filed in said Court.

WILLIAM H. KERN, Sheriff, Sheriff's Office, Philadelphia, Nov. 1, 1861. no5-tu4t NOTICE.—TO HENRY VOELKER. late of the County of Philadelphia.

In obedience to an order of Philadelphia.

In obedience to an order of Philadelphia, or the Hereby notified to be and appear in the Court of Common Pheas for the City and County of Philadelphia, on the First MONDAY of December next, to show cause, if any you have, why your wife, JULLA VOELKER should not be divorced from the bonds of Matrimony entered into with you, according to the prayer of her petition filed in sold Court.

PHILADELPHIA, NOVEMBER 11, 1861.—Notice is hereby given that wells of soing incins will be issued on the following Claims for CURBING AND PAVING, in three months from the date hereof, unless the same are paid to the undersigned at their Office, No. 617 SPRING GARDEN Street, Philas.

N, R & T. P. POTTS,

Attorneys of H. S. Stephens.

THE CITY OF PHILADELPHIA TO USE OF E. C. PANLING VS. JAMES M. LINNARD, in the Court of Common Pleas, No. 135, June Term, 1801, against a certain triangular lot of ground on the east side of Ninth street, 198 feet 11 inches south of Moore street, in the First ward of said city, containing in front on Ninth street 20 feet 1 inch, on the northerly line about 210 feet 6 inches, and on the southerly line along the south line of the towpath of the old Delaware and Schuylkill canal, about 300 feet to ground now or late of John Wagner.

SAME vs. SAME.—In the Court of Common Pleas, No. 136, June Term, 1861. Against a certain triangular lot of ground on the west side of Ninth street, in the First ward of said city, 235 feet 4 inches south of Moore street, containing in front on Ninth street 16 feet 8 inches, and in depth 23 feet more or less.

no12-tu13t\* DHILADELPHIA, NOVEMBER 11,

COPARTNERSHIP NOTICES. DISSOLUTION OF COPARTNERSHIP.—All connection in business heretofore existing between JOSEPH NORLE, BARNABAS HAMIMETT, F. A. HALL, SETH CALDWELL, Jr., and E.
R. SAWYER, under the styles of NOBLE, HAMMETT,
& CALDWELL: NOBLE, HAMMETT & HALL, and
E. R. SAWYER & CO., is this day dissolved by mutual
consent, and each party is authorized to sigz in liquidation.

BARNABAS HAMMETT,
F. A. HALL,
SETH CALDWELL, Jr.,
E. R. SAWYER.

Philadelphia, November 25, 1891,

Philadelphia, November 25, 1861, THE BUSINESS of the late firms of Noble, Hammet THE BUSINESS of the late firms of Noble, Hanmett, & Caldwell; Noble, Hanmett, & Hull; and E. R. Sawyer & Co., will be continued under the style of NOBLE, CALDWELL, & CO., at Philadelphia and NewYork, NOBLE, HALL, & CO., Boston; and E. R. SAWYEI & CO., at Philadelphia, New York, and Boston, at the office of NOBLE, HAMMETT, & CALDWELL, NO. 112 WALNUT Street, Philadelphia, and at the offices formerly occupied in New York and Boston.

CARD.—D. HAMMETT will continue the Coal business, as heretofore, at 109 WALNUT Street, Philadelphia.

Philadelphia, Nov. 25, 1861.

B. HAMMETT.

Philadelphia, Nov. 25, 1861. The Daries of Phylics of Phylics will be carried on by M. L. SHOEMAKER.

M. L. SHOEMAKER. & CO., expired on the 11th instant, by mutual consent. All debts owing to the said firm are to be paid to M. L. SHOEMAKER, and all demands on said firm are to be presented to him for payment.

M. L. SHOEMAKER.

M. L. SHOEMAKER. The manufacture of Phuine will be carried on by M L. SHOEMAKER, as heretofore. no23-3t\*

HARDWARE. HARDWARE, HENSZEY MOORE, HENSZEY, & CO.
Have now on hand, and are constantly receiving, a large assortment of HARDWARE, CUTLERY, GUNS, &c., to which they invite the attention of purchasers for cash or short credit.

No. 427 MARKET Street, and Oc8-2m No. 416 COMMERCE Street, Philada.

COAL-OIL LAMP
WITHOUT A CHIMNEY.
TRITTINS' PATENT COAL-OIL LAMP burns all kinds of coal oil without the use of a chimney. Burners

and Lamps, wholesale and retail, by
R. H. WEEKS, General Agent,
no8-1m 16 North SECOND Street. MRS. JAMES BETTS' CELEBRAonly supporters under eminent medical patronage. Ladies and physicians are respectfully requested to call only
on Mrs. Betts, at her residence, 1039 WALNUT Street,
Philadelphia, (to avoid counterfeits.) Thirty thousand
invalids have been advised by their physicians to use her
appliances. Those only are genuine bearing the United
States copyright, labels on the box, and signatures, and
also on the Supporters, with testimonials. oci6-tuthsti TERRAPINS, OYSTERS STEWED TERRAPINS, OYSTERS STEWED

AND FRIED, AND CHICKEN SALAD.—Invitation Cards and other notices will be distributed in all
parts of the city, with punctuality.

The undersigned is at all times prepared to present, for
the inspection of Ludies and Gentlemen, a list of the
things necessary for a large or small ontertainment, as the
case may be, thereby avoiding all unnecessary profusion
and waste; and flatters himself, that by his long experience in business, he will be able at all times to give, as
heretoforc, entire satisfaction to all who favor him with
their patronage.

HENRY JONES, Caterer,
No. 250 South TWELFTH Street, above SPRUCE.
col.-601

STONEWARE DRAIN PIPE.
PRICE LIST. 

9 " " 125 " 10 " " 150 " 150 " 12 " " 150 " 160 " A liberal discount allowed to Dealers, and to those dering in large quantities.

FACTOBY—SEVENTH and Germantown road.

S. A. HARRISON,

OCLO-W

Warshouse 1010 CHESTNUT Street. COTTON SAIL DUCK and CANVAS, of all numbers and brands.

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

Also, Paper Manufacturers' Dries Falts, from 1 to 8 test wide. Tarpauling, Belting, Sail Twine, &c.

JOHN W. EVERMAN & CO., anv4-tf

RAILROAD LINES. WINTER AR-BANGEMENT. PHILADEL-BOAD. On and after MONDAY, NOV. 18, 1861, PASSENGER TRAINS LEAVE PHILADELPHIA For Baltimore at 3.30 A. M., 8.15 A. M., 11.35 A. M., (Extress), and 10.50 P. M.
For Chester at 8.15 A. M., 11.35 A. M., 3.45 and 10.50

For Witmington at 3.30 A. M., 8.15 A. M., 11.35 A. M., 346 s) = 10.59 P. M.
For New Castle at 8.15 A. M. and 3.45 P. M.
For Dover at 8.15 A. M. and 3.45 P. M.
For Salishury at 8.15 A. M.
For Salishury at 8.15 A. M.
Leave Baltimore at 9.30 A. M. (Express), 1.05 P. M.
(Express), 5.20, and 7 P. M. (Express).
Leave Wilmington at 7.30 and 11.38 A. M., 4.15, 8.45, and 9.50 P. M.

For Wilmington at 3.30 A. M., 8.15 A. M., 11.35 A. M.,

Leave Salishery at 2.35 P. M.
Leave Salishery at 2.35 P. M.
Leave Salishery at 4.55 P. M.
Leave Dover at 9 A. M. and 6.10 P. M.
Leave Dover at 9 A. M. and 6.10 P. M.
Leave Chester at 8.20 A. M., 12.15, 4.50, and 9.30 P. M.
Leave Salisher for Salishery and intermediate stations
1.520 and 7 P. M.; for Dover and intermediate stations
1.05 P. M.
TRAINS FOR BALTIMORE: Leave Chester at 8.45 A. M., 12.05 and 11.20 P. M. Leave Wilmington at 4.50 A. M., 9.25 A. M., 12.35 P., and 12 A. M. FREIGHT TRAIN, with Passenger Car attached, Leave Philadelphia for Perryville and intermediate acce at 5.10 P. M.
Leave Wilmington for Perryville and intermediate acce at 7.10 P. M. e for Havre de Grace and intermediate Blions at 9 A. M.
ON SUNDAYS ONLY:

At 10.50 from Philadelphia to Baltimore.
At 7 from Baltimore to Philadelphia.
S. M. FELTON, President. NORTH PENNSYL-POB BETHLEHEM, DOYLESTOWN, MAUOH OHUNK, HAZLETON, EASTON, EGALEY, &c. WINTER ARRANGEMENT. THREE THROUGH TRAINS.

THREE THROUGH TRAINS.
On and after MONDAY, NOYEMBER 4, 1861, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, daily, (Sundays excepted.) as follows:
At 6.40 A. M., (Express,) for Bethlehem, Allontown, Mauch Chunk, Hazleton, &c.
At 2.49 P. M., (Express,) for Bethlehem, Easton, &c.
This train reaches Easton at 6 P. M., and makes a close connection with the New Jersey Contral for New York. At 5.05 P. M., for Bethlehem, Allentown, Mauch

At 6.05 r. A., Ohunk, &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. 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 5.33 

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 Entirods, twenty minutes after leaving Willow stree ELLIS CLARK, Agent.

1861. 1861

ARRANGEMENT OF NEW YORK LINES.
THE CANDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES. FROM WALNUT-STREET WHARF AND KENSINGTON WILL LEAVE AS FOLLOWS—VIZ: FARE

At 6 A. M., via Camden and Amboy, C. and A. Ac-At 2 P. M., via Camden and Amboy, C. and A. Ex-At 4 P. M., via Canden and Jersey City, Evening
Express 

ning Mail..... 8 00
At 12 P. M., via Kensington and Jersey City, Southern Mail.... ern Mair.

At 5 P. M., via Canden and Amboy, Accommodation. (Freight and Passenger)—1st Class Ticket., 2 25

100. 2d Class Ticket., 1 50

The 6½ P. M. Mail Line runs daily, Samlays excepted.
The 12 F. M. Southern Mail runs daily.

For Water Gap, Stroutsburg, Scranton, Wilkosbarrs,
Montrose, Great Bend, &c., 7.10 A. M. from Konsington,
via Delaware, Lackawanna, and Western R. R.

For Mauch Chunk, Allentown, Bethlehem, Belvidere,
Easton, Lambertville, Flemington, &c., at 7.10 A. M.;
from Kensington Depot; and 2½ P. M. from Walnutstreet Wharf; (the 7.10 A. M. line connects with train
leaving Easton for Mauch Chunk at 3.35 P. M.)

For Mount Holly at 6 A. M., 7 2 and 4 P. M.

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

For Bristol, Trenton, &c., at 7.10 and 9½ A. M., 5

For Bristol, Trenton, &c., at 7.10 and 9% A. M., 5 8 30, and 11 P M., from Kensington, and 2% P. M. from Walnut-street wharf. 6 30, and 11 P M., from Kensington, and 2% P. M. from Walnut-street wharf.

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

Steamboat Trenton, for Bordentown and intermediate places, at 2% P. M., from Walnut-street wharf.

For New York and Way Lines leaving Kensington Depot, take the cars, on Fifth street, above Walnut, half an hour before departure. The cars run into the depot, and on arrival of each train run from the depot, Fifty Pounds of Baggage, only, allowed each Passengers 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 boyond \$100, except by special contract.

WM. H. GATZMEB. Agent.

THE PENNSYLVANIA CENTRAL RAILBOAD, 250 MILES DOUBLE TBACK. 1861. THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.

THREE THROUGH PASSENGER TRAINS
BETWERN 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 route.

route.

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

Smoking Cars are attached to each Train; Wood-ruff's Sleeping Cars to Express and Fast Trains. The EXPRESS RUNS DAILY: Mail and Fast Lines Sunsaya exerted.

days excepted.

Mail Train leaves Philadelphia at 8.00 A. M. ### Rat Line ### 11.30 A. M.

Express train leaves ### 10.30 P. M.

Parkesburg Acommodation 12.30 P. M.

Harrisburg ### 2.90 P. M.

Lancaster #### 4.00 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.,
and the Lancaster Accommodation at 4 P. M.,
and the Lancaster Accommodation at 4 P. M.
Passengers for Bunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving
Philadelphia at 3.00 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 BaltiEars; and Tickets Eustward at any of the important
Ballroad offices in the West; also on board any of the
regular line of Steamers on the Mississippi or Ohio
rivers.

For Fare always as low, and time as] quick, as by any
other route. DIRECT LINE BETWEEN THE EAST AND THE The connection of tracks by the Railroad Bridge at Pittaburg, 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 Bailroad are at all times as favorable as are charged by other Railroad Communics.

Companies.

Be Be particular to mark packages "via Pennsylvania Railroad." nia Bailroad."

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

D. A. Stewart, Pittsburg.:

H. S. Pierce & Co., Zanesville, O.; J. J. Johnson, Bipley, O.; R. McNeely, Maysville, Ky.; Ormsby & Oropey, Portsmouth, O.; Paddock & Co., Joffersonville, Indiana; H. W. Brown & Co., Gincinnati, O.; Athern & Hibbaet, Cincinnati, O.; Athern & Hibbaet, Cincinnati, O.; Athern L. Hibbaet, Cincinnati, O.; Athern L. H. B. Saus, Shaler & Glass, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memblis, Tonn.; Clarks & Co., Chicago, Ill.; W. H. H. Koonts, Alton, Ill.; or to Freight Agents of Bellroads at different points in the West.

S. B. KINGSTON, Jr., Philadelphia.

MAGRAW & KOONS, 80 North street, Beltimore.

LEECH & CO., I Astor House, or I S. William st., N. Y.

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

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

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

E. LEWIS, Gen'l Sup't, Altoona, Pa. 183-17

PHILADELPHIA
AND READING BAILBOAD.

PASSENGER TRAINS FOR POTTSVILLE, READING, and HARRISBURG, on and after November 4, 1861.
MOENING LINES, DAILY, (Sundays excepted.)
Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances
on Thirtoenth and on Callowhill streats.) at 8 A. M., connecting at Harrisburg with the PENNSYLVANIA
BAILROAD 4.15 P. M. train, running to Pittsburg; the
CUMBERLAND VALLEY 1.50 P. M. train running to
Chambersburg, Carlisle, &c.; and the NOETHERN
CENTRAL BAILROAD 1.20 P. M. train running to Sunbury, &c.

AFTERNOON LINES.
Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill sts.), for POTTSVILLE
and HARRISBURG, at 3.15 P. M., DAILY, connecting at Harrisburg with the Northern Central Bailroad,
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 Work. For READING only, at
4.30 P. M., DAILY, (Sundays excepted.)

PISTANCES VIA PHILADELPHIA AND BEADING

FROM PHILADELPHIA, MilesTO Phogalxyille.

188
Lebanon.

58 Philadelphia and Reading
Lebanon.

59 And Lobanon Valley R. B.

Harrisburg.

112
Dauphin.

124
Millersburg.

142
Millersburg.

142
Millersburg.

143
Morthern Central

Millersburg......142 Treverton Junction, 168 Sunbury.....169 Northumberland...171 Northern Central Railroad. Lewisburg.....17 Sunbury and Erie R. B. Williamsport and Elmira Bailroad.

discount.

These tickets will be sold by the Treasurer at No. 237
Bouth FOURTH Street, where any further information can be obtained.

S. BRABFORD,

S. PROPERTY.

SALES BY AUCTION. FURNESS, BRINLEY, & CO., No. 429 MARKET STREET. SALE OF IMPORTED AND DOMESTIC DRY On Friday Morning, 460 packages and lots of fancy and stople imported and

STOCK OF DRY GOODS. On Pelday Marning.

— 6.4 French cassimeres, vestings, Silicias, Italian cloths, white goods, linens, cravate, scarfs, silk lakfs, challs, et chains, bargess, lawns, silk, Berlin, and Cashmere glover, hosiery, &c.

SALE OF FRENCH GOODS.

On Friday Morning,
November 29, at 10 o'clock, by catalogus, for cash—
490 lots of fancy and staple French dry goods.

SPECIAL AND MOST ATTRACTIVE SALE OF THE LATEST FALA STYLES BONNET RIB-

THE LATEST FALA STYLES BONNET RIB-BONS, now landing, and never offered at private sale, being the last special sale of this importation this sea-son.

Nov. 29, at 10 c clock, for cash, consisting of—
cartons Nos 4 a b nowest style fall bonnet ribbons
of superior quality, for less trade.

Also,—cartons Nos. 1% to 59 all silk black velvet ribbons.

SHIPPING.

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

despatches.

The Livergool, New York, and Philadelphia Staaraship Company's splendid Clyde-built iron screw steamships are intended to sail as follows:
FROM NEW YORK FOR LIVERPOOL.

ETNA Saturday, Nov. 39.
CITY OF MASCHESTER Saturday, Dec. 7.
CITY OF BALTIMORE Saturday, Dec. 14.

RATES OF PASSAGE THROUGH FROM PHILADELPHIA.

Do. Return tickets, available for six months, from

PASSPORTS.—All persons leaving the United States will require to have PASSPORTS from the authorities of

their respective countries, countersigned by the Secretary

Chief Cabin Passage. \$110
Second Cabin Passage. 60
The ships from New York call at Cork Harbor.

The ships from Boston call at Halifax and Oork Harbor.

PERSIA, Capt. Judkins.

ARABIA, Capt. J. Stone.

ASIA, Capt. E. G. Lott.

AUSTRALASIAN,

Capt. Cook.

Cupt. Cook.

EUROPA, Capt. Moodle.

SCOTIA, (now building.)

These vessels carry a clear white light at mast-head;

green on starboard pow; red on port bow.

NIAGARA, Moodle, leaves Boston, Wednesday, Nov. 27.

ASIA, Lott,

"N. York, Wednesday, Dec. 4.

CANADA, Muir,

Boston, Wednesday, Dec. 11.

AFRICA, Shannon,

N. York, Wednesday, Dec. 12.

EUROPA, Anderson.

Boston, Wednesday, Dec. 12.

EUROPA, Anderson. "Boston, Wednesday, Dec. 25.
Berthe not secured until paid for.

The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed. For freight or pas-

sage, apply to E. CUNARD, mh4-tf 4 BOWLING GREEN, Naw York.

RAILROAD LINES.

On and after Monday, October 23, 1981, until further

and Tioga only.

ON SUNDAYS.

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

Leave Germantown, 8.10 A. M., 1, 6, and 9% P. M.

CHESTNUT HILL RALLBOAD.

Northwest corner SIXTH and CHESTNUT Streets,
Philadelphia.

VIA MEDIA. WINTER ARRANGEMENT.

Depot.

ON SUNDAYS.

Leave PHILADELPHIA at 8 A. M. and 2 P. M.
Leave West Chester at 8 A. M. and 4 P. M.
The Trains leaving Philadelphia at 8,30 A. M. and 4.15
P, M. connect at Pennelton with Trains on the Philadelphia and Baltimore Central Ballroad for Concord, Kennett, Oxford, &c., &c.

BENEY WOOD,

NO25-tf

DESCRIPT OF P.

WEST CHESTER
RAILROAD TRAINS VIA PENNBYLVANIA RAILROAD, leave depot, corner ELEVENTH and MARKET Streets, at 8 A. M., 12.30 noon,
and 4 P. M.

EXPRESS COMPANIES.

THE ADAMS EXPRESS
COMPANY, Omce 320 CHESTNUT
Street, forwards Parcels, Packages, Merchandise, Bank
Notes, and Specie, either by its own lines or in connection
with other Express Companies, to all the principal Towns

with other Express compounts and Cities of the United States

E. S. SANDFORD,

General Superintendent.

FREIGHT

FOR NEW YORK.

NEW DAILY LINE, via Delaware and

Barian Canal.

Philadelphia and New York Express Standboat Company receive freight and leave daily at 2 P. M., delivating their cargoes in New York the following days.

Freights taken at reasonable rates.

WM. P. CLYDE, Agent,

No. 14 SOUTH WHARVES, Philadelphia.

JAMES HAND, Agent,

aul-tf Piers 14 and 15 EAST BIVEB, New York.

FOR NEW YORK. The Philadelphia Steam Propellar Company will commence their business for the season on Monday, 18th instant.

An experienced Surgeon on board

The ships from Boston call at Halifax and Cork Har-

ap3-tf

Tower Building In Glasgow, to WM. INMAN,

13 Dixon street.

and every Saturday throughout the year, from PIKE

Consisting of-

M. Nos. 159 and 141 South FOURTH Street (Formerly Nos. 87 and 69.) STOCKS AND REAL ESTATE-TUESDAY NEXT Pumplish conditions now ready, containing full descriptions of all the property to be sold on Tuesday next, 20th inst, at the Exchange, with a list of valuable real escale at private sole, and a full description of the sugar rofinery, to be sold 19th December. domestic dry goods, BEOCHE LONG AND SQUARE SHAWLS, 50 bits brocke long and square shawls, new designs, COLORED AND BLACK REPS, POPLINS, CO-COLORED AND BLACK REPS, P. BURGS, &c. On Friday Morning,
— cases figured and plain popling.
— cases satin figured reps,
— cases bluic and colored roburgs.
— cases bluic and colored roburgs.
— cases bluic and colored roburgs.
— cases blue colored roburgs.
— Berlin wool shawls, chemile shawls,
— reversible wool shawls,
— all wool pind shawls,
— all wool pind long shawls,
— travelling shawls.
— travelling shawls.

KOTICE.—Taurstay being Thoulestiving Day on usual sale will take place on Frieby Morning, the 20m inst., and will include the superior transfers, semi-granation pinns-forte, of a gentleman declining housekeep-

PUBLIC SALES REAL ESTATE AND STUJES AT THE EXCHANGE, EVERY TUESDAY, at 12 o'Glock moon, 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 per perty. Printed lists may be hed at the Austion Socs. STOCKS, &c. From S. vc. This Day,
This Day,
Fav. 26, at 12 o'clock, noun, at the Exchange, will be sold, for non-payment of associated's—
6.852 Arbers Bohemian Mining Company, of Michigan,
5 shares American Academy of Music, with ticket.

I share Academy of the Fine Arts, by order of execu-

SALES BY AUCTION.

THOMAS & SONS,

I share Mercantile Library Company. 255 shares Tioga Improvement Company—par \$50. 1 state in the Philadelphia 4theneum. Scheres Philadelphia and Savannah Steanship Navigation Company.

PEW ST. MARK'S CHURCH. Also: Pew No. 40 while aisle St. Mark's Church, Locust street, west of Sixteenta street. Cost \$800. EIGHTH FALL SALE-NOVEMBER 24. This will include—
Orphans' Court Sale—Estate of Elisha McCarty, 4ec'l,
THREE-STORY BRICK BUILDING, Redimond THERE-TORY BRICK BUILDING, Radimond street, Mineteenth wated.

Same Estate,—LOT OF GROUNE AND FRAMK SHED, Salmon street, northeast from William street. Nimeteenth ward.

Same Estate—LOT OF GROUND AND FRAME SHED, Richmond Street, Nimeteenth ward.

VALUABLE RESIDENCE, No. 1117 Walmut street, between Eleventh and Twelfth. Has the modern conveniences, &c. Clear of all incumbrance. Terms—\$10,000 may remain on mortgage. may remain on morigage. Executors' Peremptory Sale—Estate of Solomon Jones, 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 olegant country seats in the immediate vicinity, and within half a mile of Qak-lane station, North Pennsylvania, Bailroad.
THREE-STORY BRICK DWELLING, No. 425 South Broad street, above Lombard. Has the gas introduced, bath, &c. \$3,290 may remain. Immediate possession.
VALUABLE BUILDING LOT, south at le of Sansom street, west of Thirteenth street. 24 feet front, 99 feet deep,
THREE-STORY BRICK DWELLING, No 733 Lombard street, first house cast of Lighth street. THREE-STORY BRICK DWELLING, No. 19 Pleasant street, above Lombard, between Seventh and Righth streets, LARGE LOT, AND STONE AND FRAME ICE INUES, on the Schupikili river and FRAME IOE
IOUSE, on the Schupikili river age deceased.
Estate of Shepherd Ayara, deceased.
IRREDEEMABLE GROUND HENT, Soo a year, secured on a substantial brick stable and lot, Eleventh slepter, above Race. If is ninetically paid.
North Fifteenth street—NEAT MODERN DWKLL-ING, No. 650 north Fifteenth street, south of street. \$1,200 may remain on mortgage.

SALE OF ENGLISH AND AMERICAN BOOGS FROM A PRIVATE LIBRARY. This Evening.

This Evening.

November 6, 2 at the Auction Store, a collection of English and American books, on interesting subsects.

BF For particulars see catalogues and the books, which will be ready on Tueslay morning

LIVERPOOL, NEW YORK AND PHILADELPHIA STEAMSHIE SALE OF GERMAN FLOWER ROOTS. On Wednesday 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 hyacintha, tuling, lenguils, crocus, nargisses, &c COMPANY.

NOTICE TO PASSENGERS.

By order of the Secretary of State, ull passengers leaving the United States are required to procure passengers. ports before going on board the steamer, no6-tf JOHN G. DALE, Agent, Sale at Nos. 139 and 141 South Fourth Street. SUFERIOR FURNITURE, FRENCH-PLATE MIR. THE BRITISH AND NORTH AMERICAN BOYAL MAIL STEAM-

SUEERIOR FURNITURE, FRENCH-PLATE MIR.

BORS, PIANO-FORTES, BEDS AND BEDDING,
CHINA AND GLASSWARE, BRUSSELS AND
OTHER CARPETS, &c.

On Friday Morning, 26th inst.,
At 9 o'clock, at the Auction Store, the superior furniture, piano-fertes, mirrors, Brussels and other carpets, &c., from families declining housekeeping, removed to the store for convenience of sale.

Also, a superior extra table, Moore & Campian's poont.
Also, a superior high-case clock, runs 8 days, warrunted by Duconumon.

Catalogues ready the day previous to sale.

N. F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 CHESTNUT St. SALE OF LADIES' AND MISSES' FANCY FURS, RODES, &c. This Morning,
November 26, commencing at 10 o'clock precisely.
Included will be found mink, squirrel, martin, sable, and other fushionable furs, in sets or single pieces, children's ermme sets, gents' c-at collars, caps, buffalo and fancy robes, &c. SALE OF EMBROIDERIES, BIBBONS, MILLI-NERY GOODS, NOTIONS, HOSIERY GOODS, &c.

by Catalogue.
On Wednesday Morning. November 27, at 10 ENTIROTERIES.

An invoice of late styles embreidered jaconet collars and sets, infents' robes and waists, bands, flourcing, elicings he and sets, thians to be edgings, &c.

LINEN CAMBRIC HANDKERCHIEFS.

Also, ladies 5-8 and gents' 3-4 plain and hemstitched linen cambric handkerchiefs.

LIDENS MILLINERY GOODS. Also, choice styles plain, faury, and broche boun ribbons, bonnet velvets, material, French flowers, &c. HOOP SKIRTS, NOTIONS, &c. Wide woven tape steel spring hoop skirts, stock goods, purses, combs, &c.

FALL AND WINTER ARRANGEMENT.
PHILADELPHIA, GERMANTOWN, and NORRISTOWN BALLHOAD.
TIME TABLE.
On and often Many October 22 1841 until further DHILIP FORD & CO., AUCTION-EERS, Nos. 525 MARKET and 522 COMMERCE POSITIVE SALE OF 1,000 CASES BOOTS, SHOES, BROGANS, AND GUM SHOES.

On Friday Morning,
Nev. 29, at 10 o'clock precisely, will be sold, by catalogue, 1,000 cases men's, boys', and youths' call, kip, grain, and thick boots; all, and kip brogans, Congress gaiters, Oxford ties, gums shoes, &c. women's, misses', children's call, kip, goat, morocco, and kid heeled boots and shoes, gaiters, slippers, buskins, &c.
Also, a large assortment of first-class city-made goods.

FOR Open for examination, with catalogues, early on the morning of sale. Hotice.

FOR GERMANTOWN.
Leave Philadelphia, 6, 7, 8, 9, 10 05, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 ½, and 11½ P. M.
Leave Germantown, 6, 7, 7½, 8, 8½, 9½, 10½, 11½,
A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9½, 11P, M.
The 8½ A. D. train from Germantown stops at Duy's and Tioga only. Leave Philadelphia, 6, 9, 11, A. M., 2, 4, 6, 8, and 10 1/2 M. Leave Chestnut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 3.40,

POSITIVE SALE OF READY-MADE CLOTHING.
On Friday Morning,
November 29, at 10 o'clock precisely, will be sold, by
catalogue, a large and desirable assortment of readymade clothing, consisting of good styles, overcoats, business and frock coats, cassimere and fallist panta, and
filk, satin, and cassimere vests. 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, 6.1, 9.05, 11.05 A. M., 11, 8.05, 41, 6.05, and 8.06 P. M.

Leave Norristown, 7, 8, 9, 11 A. M., 11, 41, and 6 P. M. MOSES NATHANS, AUCTIONEER
AND COMMISSION MERCHANT, SOUTHERS

P. M. ON SUNDAYS.

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

Leave Norristown, 7 4 A. M., 5 P. M.

FOR MANAYUNK.

Leave Philadelphia, 6 M., 9, 11 A. M., 1 M., 3.05, 4 M., 5.05, and 3.05 P. M.

Leave Manayunk, 6 M., 7 M., 8 M., 9 M., 11 M. M., 2, 5, and 6 M. P. M. 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-bot-tom 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 double-time English patent lever watches; independent seconds lever watches; fine gold hunting-case and open-face secapement lever and lepins watches; silver hunting-case, double-case, and double-bottom English patent lever, escapement lever, and lepine watches, silver hunting-case, double-case, and open-face silver watches; silver watches; silver watches; silver quartier and single-case watches; fine gold vest, neck, fob, and guard chains; diamond finger-rings and breast-pins; best of fine gold jewelry; gold breast-pins, ser-rings, inger-rings, breaslets, pensil-cases, pens, and jewelry of overy description; guns, pistols, musical instruments, piano-fortes, and articles generally.

MONEY TO LOAN. CANDAYS.

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

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

H. K. SMITH, General Superintendent, oc28-ff

Depot NINTH and GREEN Streets. ELMIRA ROUTE.— BA RAILROAD.
QUICKEST ROUTE to Tamaqua, Catawissa, Rupert,
Wilkesbarre, Scranton, Danville, Milton, Williamsport,
Troy, Ralston, Canton, Einira, Buffalo, Niagara Falls,
Bochester, Ciercland, Detroit, Tolelo, Chicage, St.

MONEY TO LOAN.

Money advanced liberally, for any length of time agreed upon, on gold and silver plate, diamonds, watches, jewelry, fowling-pleces, musical instruments, dry goeds, clothing, groceries, hardware, cutlery, furniture, bedding, fancy articles, and on all articles of value. ONSIGNMENTS AND OUT-DOOR SALES SOLA-CITED.

Liberal cash advances made on all articles consign for sale. Personal attention given to all out-door sales. M. FITZPATRICK & BROS.,
AUCTIONER
604 CHESTNUT Street, above Sixth.

SALES EVERY EVENING.
At 7 o'clock, of books, stationery, and fancy goods, watches, jewelry, clocks, silver-plated ware, outlery, painting, nusical instruments, &c.
Also, hosiery, dry goods, boots and shoes, and merchandise of every description.

DAY SALES

Market Market and Friday at 10 o'clock. DAY SALES

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

A. M.

PRIVATE SALES.

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

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

BF Liberal cash advances made on consignments.

Out-door sales promptly attended to Northwest corner Sada Printed MACHINERY AND IRON. WINTER ARRANGEMENT.
On and sire MONDAY, Nov. 25, 1881, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of EIGHTEENTH and MARKET Streets, at 8.30 A.M., 2, 4.15, and 10.30 P. M., and will leave the corner of THIRTY-TIRST and MARKET Streets, (West Philadelphia,) at 17 minutes after the starting time from the Depot.

ON SHWNAVS

PENN STEAM ENGINE

PENN STEAM ENGINE

AND BOILER WORKS.—NEAFIRA

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