RELIGIOUS.

Doings in our Lutheran Churches. The Rev. E. W. Hutter, pastor of St. Matthew's Lutheran Church, New street, below Fourth, commenced a series of sermons, last Sunday evening, on "The Future State." His first discourse was on the "Immortality of the Soul." The second of the course will be delivered to-morrow evening, and will have for its subject the "Employments of the Saints in Heaven." These are interesting topics, and probably no clergyman in the Philadelphia pulpit is better qualified to present, in a popular and striking form, the established views held by the Church of the present day with regard to them. The first of the series was very largely attended. and the interest then awakened is sure to attract increasing congregations as the course progresses. THREE NEW LUTHERAN MINISTERS IN PHILA-

DELPHIA.-Within the last few days there have been three accessions to the pulpits of the Lutheran Church in Philadelphia. The Rev. Charles A. Stork, eldest son of the Rev. Dr. Stork, of Baltimore, has been elected paster of St. James' (Enmore, has been elected pastor of St. James (English) Lutheran Church, Melon street, above Eleventh.

The Rev. Samuel Laird, a member of St. John's Church. (in charge of Rev. Dr. Seiss.) Race street, licensed at the recent meeting of the East Pennsylvania Synod, held at Germantown, has been elected to the control of the last pennsylvania Synod, held at Germantown, has been elected to the clevated sentiment of our whole population in the loyal States with regard to the question of emancipation! We are not abortionists as that term is generally understood. We do not advocate a sudden, unprovisional, universal release of the stave population; we do not advocate the arming of them against their masters—we would deem it inexpedient and barbarous—but we do hope to see

pastor of St. Luke's Lutheran Church, Fourth street, above Girard avenue. The Rev. G. F. Krotel, late paster of the Trinity Lutheran Church, at Lancaster, has received and accepted a call to the pastorate of St. Mark's Lurations which are going on in the world toward the great fact of universal emancipation! I believe we all thank God for this, and pray that the dawn of promise may open into perfect day! It would be a sad waste of diplomacy, of wealth, of social sermons at St. Mark's gave great satisfaction to the congregation, and he will, doubtless, soon become a favorite, not only with his new charge, but with our citizens generally. The Lancaster Express, speaking of the departure of Mr. Krotel from that city, has the following:

IKY, G. F. KROTEL.—For several days it has been runnored that the pastor of the Tripity few years, tenew the struggle.

been runnored that the pastor of the Trinity Lutheran Church in this city had accepted a call to a charge in Philadelphia. The more rumor had created feelings of anxiety in the entire communi-ty! and notwithstanding the report was worthy of eredence, there was still hope that it was without foundation. Vesterday morning, however, the doubt was removed, and the painful certainty of losing a greatly-beloved pastor was announced to the congregation.

Rev. Krotel, at the end of the year, goes to

Rev. Krotel, at the end of the year, goes to Philadelphia to take charge of the congregation worshipping at St. Mark's Church. The loss of this able divine will be severely felt by the congregation of Trinity Charch; his untiring zoal, his bold exposition, his pleasing eloquence, his Christian picty, his carnest devotion, were daily adding strength to the Church—increasing its numbers, and infusing into the hearts of its members a glow of religious enthusiasm. Under his ministration the Church has grown stronger and more popular, until it is now surpassed by none in the Synod outside of Philadelphia. od outside of Philadelphia. The congregation suffer a severe loss in this decision of their minister; nor are they alone deprived. For while this able divine omitted no duty to his own people. he was equally zealous in his efforts to ameliorate the condition of the unfortunate, and to do good unto all men as he had opportunity. Perhaps the most durable monument to his fame in the hearts and minds of the people, is the introduction and establishment of the Howard Association in and establishment of the Howard Association in Lancaster. In Philadelphia he learned the nature of its workings, and with his accustomed carnestness, infused something of his own zeal into the the hearts of others; he procured a copy of the constitution and rules of the organization, and by his personal efforts, aided by other good men in our city, succeeded in the establishment of what is now one of the most popular institutions in our with one of the most popular institutions in our midst.

Many other incidents might be named, and the fruits of devotion in behalf of humanity exhibited in the harvest in testimony of the efficiency and Christian benevolence of Rev. Krotel; but it is enough—he has labored among us; his own people love him; all good men honor him. "Well done, good and faithful servant," will over he the test-

A THANKSGIVING SERMON. DELIVERED IN THE NORTH BROAD-STREET PRES. BYTERIAN CHURCH, BY THE REV. E E. ADAMS, THURSDAY, 28TH NOVEMBER.

mony of our people with regard to his efforts in this city. All men must regret his departure; Chris-tians will pray for a continuation of zeal and suc-cess in the new field wherein he is called.

THURSDAY, 28th NOVEMBER.

[Reported for The Press.]

The seimon, of which the following is a condensed report, was preached in the Broad-street Oh! the real sacrifice occasioned by this rebellion presbyterian Church. Thirteenth and Spring Garden streets, on Thanksgiving morning, by the pastor, Rev. E. E. Adams, from this text of Scrip-

" Offer unto God Thanksgiving."-Psalm L. 14. This, said Mr. Adams, in opening, is a season of and crowded procession of our days.

It is conspicuous in the swift and crowded procession of our days.

It comes as a kindly genius, smiling on young and old, entering our dwellings, kindling cheerful fires on our hearths, loading our tables with good things, taking our children in his arms, bidding them thrust their hands into his pockots, and laughing at their estasies ing at their ecstasies.

On this day "home" rises in the broad horizon of our life like a biessed isle in the wide and solemn ocean. Family ties are more beautiful and precious, ned household names, embalmed in our hearts, more fondly breathed. A divine light, kept somewhere in reserve by the good angels who watch over us, is let down on this opening morning, to mellow, to beautify our life; and clouds, and frosts, and storms cannot change its hue, cannot darken its beams. Children are free from their books, the hervest is ended and garnered the golden fruit. Comfort wraps itself about us as a robe; young hearts are happy in their annual cheer, and old hearts calmly content to witness the carcless gush of youthful mirth; families come together from the hill country and from the vales, from village and city, from store and mill and farm, from counting house and sanctum and studio, from the distant journey, the social visit, and the school. The cord that holds the members of each little flock is drawn in, bringing along those located permanently elsewhere, under new relations and separate hor these assemble to enjoy a transient repose, to escape the pressure of life, to recount and compare their histories, and in their cheer mingle the alternate

pages of their failures and successes, their griefs and joys.

While to those whose homes are broken up by While to those whose homes are broken up by death, or by other providential separations; who possess only in memory that which was once the centre of their earthly happiness—the lode-star which annually caught their eye and drew them ipresistibly in their pilgrimage: to those there is still, in this day, an association, an enchantment—solemn, spiritual, holy; and as the past comes before them with its shadowy forms, and they behold in memory the groups now scattered to meet hold in memory the groups now scattered to meet no more, the language of their hearts, if not of

Days of my childhood, hail! "Pays of my chilancou, and!"
Who-e gentle spirits wandering here,
Downin the visionary vale,
Before our eyes appear;
Beniguly pensive, beautifully jale,
O days forever fled, forever dear!
Days of my childhood, hail!

Days of my childhood, hail!

As the lark that springs at early light from the sheltering furze beneath which his nestlings sleep, is soon lost in the golden lightning of the ascending sun, so does holy gratitude, rising from the gifts which first blessed us, go singing up to Heaven's gate, and lose itself in the fountain of good! We have hope for the permanency of our nation, and for the growth and strength of the growth and strength of the growth are strength of the growth and strength of the growth and strength of the growth are strength of the growth and strength of the growth and strength of the growth are strength of the growth and strength of the growth and strength of the growth are strength of the growth and strength of the growth and strength of the growth are strength of the growth and strength of the growth and strength of the growth are strength of the growth and strength of the growth are strength of the growth a the hearts of our people.

After recounting, in eloquent periods, some of the

general reasons for thanksgiving as a people, the all-absorbing topic of the hour was taken up and all-absorbing topic of the hour was taken up and discussed with a patriotic earnestness, alike creditable to the preacher's head and heart.

There are, said the preacher, special reasons why we should offer thanksgiving to God in the present crisis. One is the abundance and choapness of provisions. Our harvests for the year are bountiful almost beyond example. Indeed, it is a matter of pecial praise, that for two successive years our granaries have been filled, as if in anticipation of the conflict that has come upon us. The wheat crop alone amounts to two hundred millions of the conflict that has come upon us. The wheat crop alone amounts to two hundred millions of bushels, enough to furnish a barrel and a half of flour to each man, woman, and child, in the Union! and 10 barrels for every family on the average.

But in addition to the wheat crop, we have 400,000,000 bushels of oats, and a billion of bushels of each with reason and a billion of bushels.

400,000,000 bushels of oats, and a bullion of bushels of corn, with rye and barley to the amount of 100,000,000, to say nothing of fruits and bulbous esculents. With an export of one-third of this produce, which would be nearly 600,000,000 bushels, there would remain 1,200,000,000 for home consumption. And were all that is exported to bring the low price of fifty cents per bushel, it would return to us \$300,000,000, a sum which, allowing for the average expenditure of our Government \$700,000 per day, would supply our arvernment \$700.000 per day, would supply our armies and the whole national Administration for fourteen months, as long as the war ought to last. Our income during the year, for all branches of Our meome during the year, for all branches of industry, has been less, perhaps, than in some previous years; but it must have been as much as the year 1855, which was \$3,000,000,000. Our taxable property amounts to \$10,000,000,000, and our personal to \$4,600,000,000. Now consider these facts in connection with the extraordinary claims of the present year.
We have an army of 500,000 men to feed, and

We have an army of 500,000 men to feed, and otherwise to pravide for. Probably one third more is ownsted by transportation and inconsiderate consumption than is ordinarily done. Immense stores of provisions are needed at Washington, as a supply for any contingency in the future.

The following items will give you an idea of the vast amount required only for a portion of our army: From one to fire schooners, deeply laden, leave the city of New York daily, carrying food to the hungry mouths along the Potomac. The amount sent thus every week is nearly 3,000 barrels of salted meats, 70 tons of bacon, 5,000 bushels of rice, corn, and other similar entables; 190,000 pounds of coffee, 4,500 pounds of tea, 180,000 pounds of sugar, 6,000 gallons of syrup, 10,000 pounds of tresh provisions, from one hundred to two hundred beoves are daily served out to the army, and 160,000 loaves of bread are daily baked I will give you a list of the vessels here at present. Most of the transports will leave in a few days.

Men-of-war-Wabash, (flag ship) Pawnes, Date, Seminole, Pocahontas, Ottawa, Pembina, Unadilla, Isaac Smith, Senecu, Courier, Elien, O. M. Pettit, Mercury, H. B. Forbes, Vixen, (surveying steaner). Transports—Vanderbilt, Daniel Webster, Ariel, Matunzas, Ericsson, Patapsot, Marion, McClellan, Philadelphia, Winfield Scott, (baily damaged), May Flower, Roanoke, Ocean Queen, Cawhaba, Star of the South, Oriental, Potemac, Ben De Ford, Belvidere (arrivel 19th), Parkersburgh, Empire City. Ships—Great Republic, Ocean Express, Zenas Coffin, Golden Eagle, Bark—Jane A Bishop, Brig:—Daniel Malony, Belle of the Bay, E. P. Stewart, Schooner—Aid, Charles M. Neat M. J. Charles, Senae R. army, and 160,000 loaves of bread are daily baked and distributed. For the 40,000 horses there or daily required two hundred and fifty tons of hay, with oats in proportion. All this at Washington and as much more in other parts of the country where our brave soldiers are stationed. And the nation looks on with complacency, and labors with

Brigs—Daniel Malony, Belle of the Bay, E. P. Stewart. Schooners—Aid, Charles M. Neal, N. L. Clark, Susant F. Abbott, E. F. Allen, J. M. Vance, S. J. Bright, Elizabeth English, Saratoga, R. S. Miller, Lewis Choster, Sarah Cullen, J. Frambes, J. S. Hewitt, Snow Flake, Wm Saulsbury, W. G. Andrews, Western Star, David Fanst—all loaded with coal. Some will leave in a few days, after finishing discharging. I think I have given you the names of all the vessels here. Every thing is quiet here. Thermometer from 50 to 75 degrees.

Yours, &c. W. P. nation looks on with complacency, and labors with cheerfulness, that the supply may not be stinted. This large department will show us also what an amount of time and care and labor is essential to prepare and forward and store such supplies; and adding to this the clothing and equipping of the whole 500,666 men, arming and drilling of the same, ammunition, wagons, ambulances, and medicines for them; tents, hospitals, postage regulations, and all the commissary duties, and we shall see that our impatience and uneasiness at the seeming delay of our communder-in-chief were cruel MEMORANDA.

Steamshlp Illinois (U S transport) Rathbun, from
Port Royal 25th inst, at New York 25th inst.

Steamshlp Ericsson, (U S transport) Cowles, from
Hilton Head Island, at New York 25th inst, with 43 re-Schr S A Hammond, Paine, and White Squall, Sharp, hence, arrived at Boston 28th inst.

Schrs J W Hall and John Dorrance, hence, arrived at Boston yesterday.
Schr Mawatha, Disaey, sailed from Newburyport 17th

ing delay of our communder-in-chief were cruel and injurious. and injurious.

But for all the bounty of God, by which such immense supplies can be forwarded, and continued for a whole year to come without diminishing foreign sates, and without stinting even the poorest of ascend, and it does and will ascend to the infinite Goodness which crowneth the year with plenty!

We would offer praise, also, that the ravages of converted into barracks and hospitals—that our families are not driven into the streets, nor moved that the streets are moved to the streets are moved to the streets. 27th inst.

Schr Sarah A Taylor, Dukes, sailed from Providence
27th inst. for Philadelpkia.

Schr Anita Damon, Haskell, at New York 28th inst.
from Lingan, CB, experienced a succession of heavy gales
the entire passage; shipped saveral heavy seas, which
carried away galley, hout, and jibboom; stove bulwarks,
started rudder, and caused her to leak badly; lost and
split sails, &c. down by the murderous fire of the enemy! We thank God for the continuance of in ace of industrial pursuits, so that the poor do not suffer even so much
as the rich

We thank God that our Government is at peace with other nations, and that there is, indeed, no prospect of serious collision with any foreign Power. Power.

We thank God for the victories he has recently given us at Port Royal and other places along the coast, and in the interior, by which the rebels are made to feel our power, and to show signs of weak-We thank God for the strength and wisdom which he has granted to our Government, and for the confidence reposed in it by the people; and specially that it is not, as it was on our last anniversary, incumbered with traitors! For the piety and noble characters of many of our leading men; for their love of order; their influence in favor of the Sabbath, of temperance, and religion; for the prayers they utter and the example they set; and the healthful morals which spring from their influence, do we render them beginning. do we render thanksgiving.
We thank God for the Godly leaven in our army;

the wheat might be separated from the chaff.

Life thrives by resistance. A man is worth but
little until his inner powers are summoned out by
antagonism. He is a child, until conflict with outer

forces buffets him into manhood! The soul does not grow into greatness like a palm in the winter garden of Paris, covered with glass, and supplied with a uniform temperature—it must pass over all the zones, and ride on all the seas—be east into them, and swim ashore! Study is good for us, and labor, and discipline. It is good to obey—to sacrifice our will sometimes—to be poor—to be afflicted—to be resisted. It is hard, and in later life we cannot hear it; but in youth and manhood all this

cannot bear it; but in youth and manhood all this is necessary to consolidate us, and make us brave,

on strong, and pure!

Our nation has needed this process. We were growing too fast; we were not reverent; we were self-complacent. We thought it a great thing to possess, and spend; to be brisk and showy, and dazzle the world We decked ourselves with the feathers of the peroxquet, and took to ballooning!

It is time that we were humble, that the Lord may lift us now that we were humble, that the Lord way lift us now that we were not necessary.

may lift us up—that we put on meekness and cover our faces and our feet in the presence of God! We are learning this as older nations have learned before. We are becoming better. We are more religious, I verily believe, than we were a year ago. Our conscience is better; we are more benevolent; we have uneary less, and our country more; and it

we love money less, and our country more; and it is because God has shown us our way, and taught us that our mountain was not invincible. We thank him for all these lessons, for this discipline.

And now, while we thus recount our mercies, and mingle with social joy at our family boards, let us remember tenderly those who cannot, though they would with pleasure, be with us in our festivities, and in our worship—the husbands, and fathers, and brothers, who are on the tented field, awaiting the right testivities for the old claving there is

the signal to strike for the old glorious flug, and for all it represents to our loyal hearts! Let us pray for their safety and success, that the

conflict may soon be ended, and we may greet their return!

on their own threshold single-handed, and detend against ruffian bands their property, their wives and children! We pray for such to-day, and on their account, as well as ours, we beseech the God of our armies to give us complete and speedy vic-

And oh! we will not forget our prisoners who are

in the power of the enemy; who endure the taunts of malice; who suffer for food, for clothing, and

for healing medicines; whose wounds bleed afresh at every remembrance of home; whose chains went deeper and deeper into their hearts when they think of wives sitting solitary, and children weeping to see a father's face, and mothers bending

over the mementoes of their lost sons!

We beseech God to release them and bear them back to their sorrowing kindred and to a grateful

people:
We remember, to day, those who have fallen in battle! The noble dead!—Ellsworth, and Greble, and Cameron, and Lyon, and Baker—and those

beside, whom we cannot name nor number, whose

And now, as we sit here in our loyal love, in our

thanksgiving joy and hope, let us assure those who have lifted up the arm against us, that we have no hatred toward them; that we are ready to hall

their return to loyalty, and to all the blessings of our paternal Government! We pity them for their delusion; we would not wantonly injure a hair of their heads!

Tell South Carolina, though her name might well be blotted from the list of States, and her soil di-

vided among the surrounding Commonwealthstell North Carolina, and the old, chivalrous Virginia, and all the States of the Confederacy, that we have a kindly feeling for them still. Say to them,

"We will feed your starving poor, and clothe your naked, and open to you sources of honorable ac tion, just so fast as you become just as loyal, and cease to fight against your own souls. We will do all that humanity and religion demand—

F But if you will not return—if you seem the of-fers of sympathy—if you resist the appliances of law—if you war against a people who would aid you in every attempt for self-elevation and true liberty, why then we leave you to the decisions of the sword; we must let your fields lie desolate, and your giver fulls.

your glory fade.

And that one dark, loathsome burden, ye must

stagger with alone, and reap the bitter harvest which ye yourselves have sown.

But honor, and justice, and freedom, and reli-

gion will hold us to the warfare until your treason

PHILADELPHIA BOARD OF TRADE. ISRAEL MORRIS,
THOS. KIMBER, JR.,
JOSEPH C. GRUBB,

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

At the Merchants' Exchange, Philadetphia.

Ship Brazil, Blair.

Liverpool, soon
Ship Westmoreland, Decan Liverpool, soon
Ship Zered, McGonagle Londonderry, soon
Ship Zered, McGonagle Londonderry, soon
Ship Crimea, Peabody.

Liverpool, soon
Bark Thos Dallett, Dill, Luguyra, soon
Bark Ame' Nell, Somers.

Slangony, Soon
Bark Clarence, (Br) Armstrong. Belfast, Ireland, soon
Bark American, Christian.

Barhadoes, soon.
Brig Pioneer, (Br) Byron.

Belfast, Treland, soon
Brig Me Millken, Norden.

Matanzas, soon
Brig Me Versey, Vanneman.

Havana, soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Nov. 30, 1861.

Ship Holyhend, Cole, I day from New York, in ballast to P Wright & Sons.

Bark Jane Anderson, (Br) White, 55 days from Dublin, in ballast to Thos Richardson & Co.

Tug America, Vinden, 12 hours from Delaware Breakwater.

Brought up ship Holyhend and bark Jane Anderson. Reports the ship Saranak, for Liverpool, went to see at 3 P M on Wednesday. Off New Castle, passed ship Oliver Moses, from Liverpool; barks Thos Kilham and Xephias, from do; off Wilmington saw one full and three herm brigs.

three herm brigs.
Steamer Fannie Garner, Spencer, 24 hours from New York, with mose to W P Clyde.

schi J W Woolston, Garrison, Baltimore, Tyler, Stone

(Correspondence of the Philadelphia Exchange.)
PORT ROYAL, Hilton Head, SC, Nov. 21.

Tou harvall the news of the nayay victory at this place.

I will give you a list of the vessels here at present. Most

tutned laborers and 1 prisoner. Schr John Stroup, Johnson, from bagna, at New York 25th inst

Schr J W Fish, Shaw, Boston, L Audenried & Co.

CLEARED. reline, Yorke, St Jugo de Cuba, George W Ber-Bro.

W. P.

is rooted out.

All that a sister State should do— All that a free State may— Heart, purse, and hand we offer, In this your trying day,

buffets him into manhood! The soul does

TUART'S PAISLEY MALT WHIS-KY.

Buchanan's Coal Ila Whisky,
Old Tom Gin, Old London Gin,
London Cordial Gin, Bahlan's Gin,
In bond and store.

CANTWELL & KEFFER, for their worship; for the Sabbath schools that have sprung up among them under the care of efficient chaplains; for conversions in the camp; and for chaphains; for conversions in the camp; and for churches formed among the regiments.

We thank (lod for the peaceful and harmless way in which thousands of staves have gained their liberty, and been brought into relations to our army, thus learning how to be free! We thank God for the elevated sentiment of our whole population in the level state with record to the question of

Southeast corner GEBMANTOWN Avenue and MASTER Street **7**OUAVE CHAMPAGNE.—A new brand—an excellent article. Imported and for sale at a price to suit the times, by CANTWELL & KEFFER, southeast corner of GERMANTOWN Avenue and MASTER Street. DUDESHEIMER-BERG, LAUBEN-

WINES AND LIQUORS.

DURE PORT WINE.

DUQUE DO PORTO WINE, BOTTLED IN
PORTUGAL IN 1820.

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

DURE PORT WINE.

HEIMER, and HOCKHEIMER WINE, in cases of one dozen bottles each; warranted pure. Imported and for sale low by CANTWELL & KEFFER, southeast corner GERMANTOWN Avenue and MASTER the day when the whole limit shall be happily and safely rid of the last fetter and the last bondman! and we thank God for what he is doing in that direction, and for the sentiments he has inspired in the hear!s of our officers, and for the mighty proparations which are going on in the world toward the creat fact of universal enunciaming.! I believe 7/IMMERMAN'S DRY CATAWBA WINE.—This approved brand of Cincinnati wine, the best article out for "coliblers," for sale pure, bottled and in cases, by CANTWELL & KEFFER, southeast corner GERMANTOWN Avenue and MASTER tract ROCHELLE BRANDIES.—Pellevoi-quarters and octaves, for sale, in bond, by JAURETCHE & CARSTAIRS, 202 and 204 South FRONT Street.

MOGNAC BRANDY.—Pinet, Castilon, Bisquit, Tricoche, & Co., Sauvin Ainé, Olanger and Hennessy Brandy, for sale in bond by JAU-RETCHE & CARSTAIRS, 202 and 204 South FRONT Street. few years, renew the struggle.

But this cannot be, if, indeed, the elements of society and of national life are prepared for this grand decisive work of God for the redemption of BRANDY.—46 PackBeggs J. J. Dupuy Brandy, in bond, for sale by the
sole agents, JAURETCHE & CARSTAIRS, 202 and 204
South FRONT Street. grand decisive work of God for the redemption of humanity! if not prepared, we have only to conclude that the present is a season of preparation, and wait patiently God's day, and God's process.

Finally, we thank God for the actual fact of war in our land—for the struggle that has come upon us. We needed it. We needed it to learn a lesson of comony, of temperance in trade. We needed to have our grasp on wealth relaxed. We needed to feel for others, and to live out of ourselves. We needed to be rocked, and shaken, and sifted, that the wheat might be senarated from the chaff.

MOTELS.

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

Since the opening of this vast and commodious Hotel, in 1864, it has been the single endeavor of the proprietors to make it the most sumptuous, convenient, and comfort-able home for the citizen and stranger on this side the Ailantic.

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 tast approved; and the patronage which it has commanded during the past six years is a gratifying proof that their efforts have been appreciated. onstead.

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

signed

MAYE REDUCED THE PRICE OF BOARD TO

TWO DOLLARS PER DAY,
at the same time abating none of the luxuries with which their table has hitherto been supplied.
se7-Sm TREADWELL, WHITCOMB, & CO. CARD .- THE UNDERSIGNED, A CARD.—THE UNDERSIGNED, late of the GIRARD HOUSE, Philadelphia, have tessed, 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 past favore, they they will be most happy to and beg to assure them that they will be most happy to see them in their new quarters.

SYKES, OHADWICK, & OO.

WASHINGTON, July 16, 1861.

PROPOSALS.

DROPOSALS WILL BE RE-Ceived at the office of the Deputy Quartermaster General, United States Army, No iliba 61 i& BB Street, Philadelphia, 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 "Proposals for furnishing Tripler Ambulances."

AMBULANCE (Rody.)

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 fastened on the slits by 3½-inch bolts at each end. The sills are made at front end so as to incline the foot-board unwards. There are eight stude on each side, 1½ inches square; sides are solid panels of ½-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 a top rail about 4% inches above; this rail is fastened to the studs. The body is 8 feet 9% inches in length in the clear, from outside of tall-plece to box in front, and 4 feet wide in the clear, front, or head board, 15 inches high 5 feet high 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 1½ inches long. This door is made to slide in a groove on inside; the seat for driver is made for 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 wagon.

to the lever is a strap by which the three words the wagon.

A middle bar 34x24 inches is botted on sills, for the hindside 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 popular thoroughly seasoned.

Curtains to be strapped, straps to be sewed on with harness thread well wased.

SPRINGS OF AMBULANCE.

Springs to be best quality spring steel. Back spring 4 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; front back spring 4 feet
2 inches centre; to centre; the cross springs are 2½
inches wide, 7 plates; the side springs 2½ inches wide
by 6 plates; side springs front 3 feet 10 inches long centre to centre. beside, whom we cannot name nor number, whose blood has sealed their patriotism, and become a sacrament to bind the nation to loyalty!

Last year, thoy, too, sat with their families at the thanksgiving feast! They have fought and fallen in their country's cause, and their names are written on the seroil of glory, and some of them, we doubt not, are wearing crowns that a nation could not offer them! tre to centre.

Axles of iron, to be case-hardened, 134 square, turned edgewise, with nuts on ends. Boxes 8% long, 1% x1% inches.

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

Hind wheels 4 feet 8 inches high, without the tire, hubs 7½ X10 inches, spokes 1½ X2 inches at the shoulders, fire 2 inches wide and 2 inch thick, felloes 2½ inches deep

tire 2 inches wide and % inch thick, felloes 2% inches doep.
Front wheels 3 feet 3 inches high 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 quality, and without defects. Half hounds, 2 feet long; 5th wheel, 2 fact diameter, 1% inches 2% 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, the steps on each side are fastened to this cross bar. this cross bar. Double trees, 4 feet long, ironed, same as those of omnibuses, as is also the whole running gear, the double trees, and lead tree to be of white hickory, without detrees, and lead tree to be of white hickory, without defects and thoroughly seasoned.

Tongue, 10 feet 6 inchessions, 4 inch x2% inch at front of jaws of hounds, and tapers to 2% inches square at back and; affront end it tapers to 1% inches round; a hook with eye in it goes on t.p. of tongue to attach lead bar for lead horses; lead bar same length as doubletree, made light; tongue to be of white oak, of the best quality and free from defects.

LITTER OF AMBULANCE,

LITTER OF AMBULANCE, of feet 7% inches long, 1 foot 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 curied 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 slattern mattrass springs; cross strips to be made of best quality oak. quality oak.

The frame work for upper litters is composed of three cross strips, one on each end and one in the middle; one cross piece on top, on each side, and two in the middle for tracks to run the litter in on; the tracks are made in the

there are the collection of the frame, without being checked.

There are 4 litters for each wagon; 4 small pillows and 2 cushions, one for driver and one for back scat: on each side of litter frame there is an iron handle, made to slip 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.

There is also a book in each end of the frame to be on it. frame, 21 inches long, made to come out, say 15 inches, without being checked.

There is also a hook in each end of the frame to keep it in place, when in the body, and fastons to a staple in the floor, let in so as to be nearly level; upper litters the same; the staple is put in the front and back cross bar.

Tail-board to be made of ash, 15 inches wide, by full 1-inch stuff, and, when down, rest on joint hinges, forming a foot-board, supported, when down, by a leather strap 2 inches wide, which goes around the tail-piece at each end, between the panel and the braces; when up, it forms the tail-board.

A movable seat goes in body, back of litters, made of 1-inch boards, and end pieces; the bottom is 18 inches wide, and board to form lazy back, 18 inches high; this has a cushion; the tail-board is fastened, when up, by hooks, secured to middle rail.

Each side of the body of the ambulance to be marked U.S.; all other parts to be lettered U.S. Each side of the body of the ambulance to be marked U. S.; all other parts to be lettered U. S.
It is agreed and distinctly understood that the ambulances are to be so constructed that the several parts of any one ambulance will agree and exactly fit those of any other, so as to require no numbering or arranging for putting together; and all the materials used for their construction to be of the best quality; all the wood thoroughly seasoned, and the work, in all its parts, faithfully executed in the best workmanlike manner.

The work may be inspected, from time to time, as it progresses, by an officer or agent of the Quartermaster's Department, and none of it shall be painted until it shall have been inspected and approved by said officer or agent authorized to inspect it. When finished, painted, and accepted, by an officer or agent of the Quartermaster's Department, and delivered as herein agreed, they

esired by the Quartermaster's Department.
G. H. CROSMAN, Deputy Quartermaster General. DOST OFFICE DEPARTMENT July 17th, 1800.
PHILADELPHIA LETTER CARRIERS.—Agreea PHILADELPHIA LETTER CARRIERS.—Agreeable to the authority conferred by the 10th section of the Act of Congress of 3d March, 1851, entitled "An Act to reduce the rates of Postage in the United States, and for other purposes," it is heraby ordered, that all the greeness, streets, lanes, alleys, roads, and highways in the Consolidated City of Philadelphia, Pn., lying within the 1st, 2d, 3d, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, and 20th Wards of said city, and that part of the 24th Ward not heluded within the limits of the Blockley and Kingsessing Fost Offices, be, and they are hereby, established aspost routes. This order to take effect 1st August, 1860. order to take effect 1st August, 1860. J. HOLT,

ces are to be delivered in Philadelphia, if

Postmaster General. POST OFFICE DEPARTMENT. POST OFFICE DEPARTMENT,

November 19, 1861

PHILADELPHIA LETTER CARRIERS.—The
Postmaster General having, on the 17th day of July,
1860, agreeatic with the 16th section of the Act of Congress of 3d March, 1851, entitled "An Act to reduce and
modify the Rates of Postage in the United States, and for
other purposes," established as post roads all the avenucs, streets, lanes, alleys, roads, and highways in certain Wards in the City of Philadelphia, as in said order
is particularly specified and set forth.

It is hereby further ordered, by the authority contained
in the act above mentioned, that all the avenues, streets,
lanes, alleys, roads, and highways, lying within the
Kineteenth and Twenty-fifth Wurds of said city, be and
they are hereby established as post routes in addition to
those commerated in the order of the 17th July, 1860,
above mentioned. This order to take effect on the 1st day of December. All persons violating the provisions of the laws above referred to are subject to the penalties named in the act of March 2d, 1827.

Postmaster General POST OFFICE, PHILADELPHIA, PA., P. November 22, 1861. S

The above orders are published by direction of to postmaster General. C. A. WALBORN, Postmaster General. no27-30-2t DOSTAGE STAMPS.—Twenty-four-

L cent, twelve-cent, and ten-cent STAMPS for sale inverse per cent. discount. Apply at The Press office. BILL-HEAD PRINTING, BEST and Cheapest in the city, at RINGWALT & BROWN'S, 34 South THIRD Street. no20 GUNNY BAGS-60 BALES FOR JAURETCH & CARSTAIRS, sale by 202 South FRONT Street.

FOR SALE AND TO LET FOR SALE.—TWO COTTAGES. built in Italian style, beautifully situated on LEX. INGTON Street, near by the Passenger Railroad, West Philadelphia; large lots, &c. Also, two beautifully situated in Maylandville, near the Darby Passengar Railroad. Either of which will be sold very low, on the past say and t most reasonable terms. Apply to E. PETTIT, no 23 No. 309 WALNUT Street. FOR SALE—WEST LOGANSQUARE PROPERTY.—Four-story Brown Stone
Dwelling, with extensive back buildings.
For further particulars, apply to E. PETTIT,
no23 No. 309 WALNUT Street.

The State of the S

TENNESSY, VINE-YARD PROprictors, Bisquit, Tricoche & Co., Marett, Pinet,
and other approved brands of COGNAU BBANDY, for
sale, in bond and from store, by
OANTWELL & KEFFER,
Boutheast corner GERMANTOWN Avenue
and MASTER Street. FOR SALE — VALUABLE
FARM end MILL PROPERTY—Farm containing
90 ACRES of superior LAND, situate twelve miles
north of the city, near Fort Washington station, North
Penn'a Railroad. First-class improvements. Apply
8.890 R. 309 WALNUT Street: TO EXCHANGE—Delaware County Farm, containing 75 acres of superior land, situate nine miles from the city, one mile from railroad station, nicely watered, with excellent state buildings, fine fruitz, &c. Also, a number of farms to exchange for City Property. Apply to E. PETTIT, no16 No. 309 WALNUT Street.

FARM FOR SALE.—A FARM, in Lexcellent state of cultivation, containing fifty-one acres, (nine of which are woodland,) pleasantly situated in Linerick township, Montgomeory county, two and a half miles from the Linerick station, on the Reading Railroad, is offered for sale. Price—Five thousand doliners (\$\frac{4}{5}\text{\text{600}}\text{\text{00}}\text{\text{}}. Apply on the premises, no16-tf SAMUEL H. GRAFF.

State Fruit and Grain Farm, containing 166 acreso land, situate within one mile of railroad station, Dolaware Railroad. Also, Montgomery county farm, containing a cares, eighteen miles above the city. For further particulars apply to E. PETTIT, no16 No. 309 WALNUT Street. , eighteen culars apply to no16 FOR SALE—Valuable Farm, containing 130 acres; 30 acres of excellent Woodland, the I ing 130 acres; 30 acres of excellent Woodland, the balance in a high state of cultivation, nicely watered with springs and running streams, situate 6 miles from with springs and running streams, situate 6 miles from Doylestown depot, and 2½ miles from Lambertville station and Dolawars rivan lunks acounty. Plain and substantial stone improvements; good out-buildings, and every variety of fruits. Price only \$75 per acre; easy terms. Apply to

E. PETTIT,
sel9

No. 309 WALNUT Street.

NEW PUBLICATIONS. THE SUNDAY-SCHOOL WORLD. A Monthly Periodical, 16 pp., 4to, published by the AMERICAN SUNDAY-SCHOOL UNION, for The ABLEMICAL SUPPLIFICATION CARGES, in Teachers, Parents, and all who are engaged or interested in the religious training of the young. Terms only Twenty-five Cents per annum.

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The intense interest everywhere felt in the mighty co test in which the Armies and Fleets of the Nation are ON THE POTOMAC.

> IN WESTERN VIRGINIA, IN KENTUCKY, IN MISSOURL ON THE SEA COAST.

and elsewhere, and the existing demand for a Weekly Journal that will furnish a full and accurate account of the thrilling events of this exciting and ever-memorable period, acceptable alike to Soldiers in Camp, to Peaceful Firesides, to those who wish to obtain the latest war news, and to those who desire to preserve in a convenien form, for future reference, a correct History of the

SATURDAY, NOV. 16, 1861 the publication of a GREAT WAR PAPER, (in lieu of the present issue of the Weekly Press,) to be called "FORNEY'S WAR PRESS." It will be printed in superior style, on a large quarto sheet of eight pages, and each number will present the following ATTRACTIVE

A BEAUTIFUL ENGRAVING. Illustrating an event of the War, or a MAP of sama la cality where important operations are in contemplation A RECORD OF THE LATEST WAR NEWS by Mail and by Telegraph, from numerous SPECIAL CORRESPONDENTS, and all other reliable sources of THE LETTERS OF "OCCASIONAL,"

whose epistles from Washington during the last three years have been singularly correct in their statements and predictions, and whose comments upon public affairs have been copied and read with deep interest through out the whole country;

A THRILLING SKETCH OR TALE. War; GLEANINGS FROM THE RICH TREASURES OF WAR-WIT AND WAR-POETRY, that are elicited

ABLE EDITORIALS ON THE GREAT QUESTIONS OF THE DAY; THE LATEST LOCAL AND GENERAL NEWS;

A SUMMARY OF BELIGIOUS INTELLIGENCE, IMPORTANT ARTICLES FROM FIRST-CLASS

ACCURATE MARKET REPORTS. Including the Cattle Markets of Philadelphia, New York, and other places, the Money Market, and Reports of the Prices of Produce and Merchandise.

Effects will constantly be made to introduce such new features as will render the "WAR PRESS" one of the most popular and attractive Journals of the country. If, contrary to general expectations, the war should be suddenly brought to a close, its columns will be filled with article that will prove deeply interesting to its readers.

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To every Subscriber remitting us \$2 we will forward Southern States, which gives the most useful and comthe important localities of the South, that has yet bee worth double that sum. We will also forward one copy of this Map & any person who sends us a club of three, of five, or of ten subscribers. Any person sending us a club of twenty subscribers

accompanied with \$24, will be entitled to an extra copy (for the getter of the club,) and also to a copy of the In order to further stimulate individual exertion to extend the circulation of the "WAR PRESS," we offer

ONE HUNDRED DOLLARS IN CASH will be presented to the person or persons who may procure the largest list of subscribers by the lat of April. FIFTY DOLLARS to the person forwarding the second highest number by

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The conditions of the foregoing premiums require all subscriptions to be paid in advance for ONE YEAR, at the vates published above. ALL POSTMASTERS, and other loyal citizens, are earnestly solicited to assis in extending the circulation of the "WAR PRESS." They may rest assured that they will thereby not only secure to subscribers a first-rate journal, but one which will be an earnest champion of the vigorous prosecution of the war and the restoration of the Union.

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PHIA, WILMINGTON, AND BALTIMORE RAILBOAD.

PORTUGUE AND 1835 1861. SAFETY INSURANCE COMPANY, PHILADELPHIA. INCORPORATED 1835. The following Statement of the Affairs of the Company is published in conformity with a Provision of its Charter:

\$328,660 89

\$588,983 27

\$390,075 22

59,222 60

\$129,621 33

54,151 50

110,448 17

24,075 00

20,000 00

46,130 83

LOSSES, EXPENSES &&

Surplus....ASSETS OF THE COMPANY November 1, 1861.

54.000 State of Pennsylvania six per cent.

20,000 State of Tennessee five per cent.

30,000 State of Tennessee five per cent.
Loan.

20,000 Pennsylvania Italiroad 1st Mort.
50,000 Pennsylvania Italiroad 2d Mort.
50,000 Tennsylvania Italiroad 2d Mort.
15,000 300 shares Stock Germantown Gas
Company, principal and interest guarantied by the City of Philadelphia.
5,000 100 shares Stock Pennsylvania Railroad Company.
Bills receivable for Insurances made.
Bonds and Mortgages.
Real Estate.
Balances due at Agencies, Premiums on Marine Policies, Interest, and other debls due the Company.
Scrip and Stock of sundry Insurance and other Company.
Scrip and Stock of sundry Insurance and other Companies.
Strip and Stock of Sundry Insurance and other Companies.
Strip and Stock of Sundry Insurance and other Companies. \$11,843 estimated value.
Cash on hand—in Banks. . . . \$51,008 03

No certificates of profits issued under \$25.

HENRY LYLBURY, Secretary,

William Morgan,

Francis Cooper, George L. Dougherty, James Martin, James Duross, Matthew McAleer, Bernard Rafferty, Thomas J. Hemphill,

THE RELIANCE

DIRE INSURANCE.

ranty to adjust all Losses promptly, and thereby hope merit the patronage of the public.

DIRECTORS.

MUTUAL INSURANCE COMPANY, OF PHILADELPHIA,
OFFICE No. 305 WALNUT STREET,
s against LOSS OR DAMAGE BY FIRE, on

James S. Wood, Smith Bowen, John Bissell, Pittsburg OLEM TINGLEY, President

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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 Anauties and Endowments; purchase Life litterests in Beal Estate, and make all contracts depending on the contingencies of life.
They act as Executors, Administrators, Assignees, Trustees, and Guardians.

ASSETS OF THE COMPANY, January 1, 1861.

DANIEL L. MILLER, President.
SAMUEL E. STOKES, Vice President.
JOHN W. HORNOR, Secretary.

TIRE INSURANCE EXCLUSIVE-COMPANY. Incorporated 1825. CHARTER PER-PETUAL. No. 510 WALNUT Street, opposite Independ-

PETUAL. Modes we have a community for thirty-six years, cantinuate to insure a gainst loss of Darage by Fire, on public or private Buildings, either permanently or for a limited time. Also, on Furniture, stocks of Goods, or Merchandise generally, on liberal

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

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TNSURANCE COMPANY OF THE

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delphia. INCORPORATED in 1794—CHARTER PERPETUAL

PROPERTIES OF THE COMPANY, FEBRUARY

1, 1861, \$507,094.61. MABINE, FIRE, AND INLAND TRANSPORTA-TION INSURANCE.

DIRECTORS.

Ariles E. Smith, John B. Budd, William R. White, George C. Oarson, Edward C. Knight, HENRY D. SHERRERD, President. jy20-tf

INSURANCE COMPANY OF PHILADELPHIA.

(FIRE INSURANCE EXCLUSIVELY.)
COMPANY'S BUILDING, S. W. COBNER FOURTH

Mordecal L. Dawson, Geo. H. Stuart, John H. Brown, P. A. Fahnestock,

AND WALNUT STREETS.

William McKee,
Halbro Frazier,
John M. Atwood,
Benj T. Tredick,
Hanry Wharton,
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Fire Insurance on Houses, and Merchandise generally, on favorable terms, either Limited or Perpetual.

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Bamuel D. Smedley,
Beuben C. Hale,
John T. Griffiths.

JOHN Q. GINNODO, Vice President.

JOHN Q. GINNODO, Vice President.

BIGEARD COS, Secretary.

DIRECTORS.

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CHARLES W. COXE, Secretary

BIGHARD COB, Secretary.

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Charles Macalester,
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George H. Stuart,
George H. Stuart,
George G. George

Thomas Robins,
Daniel Smith, Jr.,
John Devereux,
Thomas Smith.

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

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Bobert Steen,
William Musser,
Bend. W. Tingley,
Marshall Hill,
J. Johnson Brown,
Charles Leland,
Jacob T. Bunting,
Smith Rowen.

Te22

Clem Tingley, William R. Thompson,

Frederick Brown, William Stevenson, John B. Worrell,

E. L. Carson,
Bobert Toland,
G. D. Rosengarten,
Charles S. Wood,

February 16, 1861.

3. M. HINCHMAN, Secretary.

Bobert Flanigan,

Bobert Fiangan,
Michael McGeoy,
Edward McGeoyen,
Thomas B. McCernick,
John Bromley,
Francis Falls,
John Cassady,
Bernard H. Hulsemann,
Charles Clare,
Michael Cahill.

DIRECTORS.

Premiums on Policies not marked

off Nov. 1, 1860.....

Interest. Salvage, &c., during

RAILROAD LINES On and after MONDAY, NOV 18 1981 PASSENGER TRAINS LEAVE PHILADELPHIA; FOR Baltimore as 5.30 A. M., 8.16 A. M., 11.36 A. M., (Express) and 10.50 P. M. For Chester at 8.15 A. M., 11.36 A. M., 3.45 and 10.50

For Chester at 8.16 A. M., 11.36 A. M., 3.45 and 10.60 P. M.

For Wilmington at 3.30 A. M., 8.15 A. M., 11.35 A. M., 3.45 and 10.50 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 Milford at 8.15 A. M.

TRAINS FOR PHILADELPHIA:

Lepre Enlithner at 8.35 A. M. (Express), 1.05 P. M.

(Express), 5.20, and 7 P. M. (Express).

Leave Wilmington at 7.30 and 11.33 A. M., 4.15, 3.45, and 9.50 P. M.

1.05 P. M. TRAINS FOR BALTIMORE: Leave Chester at 8.45 A. M., 12.05 and 11.20 P. M. Leave Wilmington at 4.30 A. M., 9.25 A. M., 12.35 P. , and 19 A. M. FREIGHT TBAIN, with Passenger Car attached,

PREIGHT TRAIN, with Passenger Car attached, will run as follows!

Leave Philadelphia for Perryville and intermediate aces at 5.10 P. M.

Leave Wimington for Perryville and intermediate aces at 7.10 P. M.

Leave Wimington for Perryville and intermediate at 10 A. M.

Leave Baltimore for Havre de Grace and intermediate alions at 10 A. M.

ON SUNDAYS ONLY:

At 10.50 from Philadelphia to Baltimore.

At 7 from Baltimore to Philadelphia.

S. M. FELTON, President. NORTH PENNSYL-

NORTH PENNSYLVANIA RAILROAD.

FOR BETHLEHEM, DOVLESTOWN, MA U O H
OHUNK, HAZLETON, EASTON, ECKLEY, &c.
WINTER AREA NGEMENT.
THREE THROUGH TRAINS.
On and after MONDAY, NOVEMBER 4, 1861, Passonger Trains will leave FRONT and WILLOW Streets,
Philadelphia, daily, (Sundays excepted,) as follows:
At 8.40 A. BL., (Express,) for Bethlehem, Allentown,
Mauch Chunk, Hagleon, &c.
At 2.45 F. M., (Express,) for Bethlehem, Bakka, &c.
This train reaches Easton at 6 P. M., and maked a
close connection with the New Jersey Central for New e connection with the New Jersey Central for New At 5.05 P. M., for Bethlehem, Allentown, Mauch Chunk, &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

14,587 50 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.
P. M. 5,000 00 M. Leave Doylestown at 6.30 A. M. and 3.20 P. M. Leave Fort Washington at 6.50 A. M. ON SUNDAYS—Philadelphia for Fort Washington 4,086 00

ON SUNDAYS—Philadelphia for Fort Washington at 0.30 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 Bethlehem...\$1.50 | Fare to Mauch Chunk.\$2.60 |

Fare to Easton...... 1.50 |

Through Tickets must be procured at the Ticket Offices, at WILLOW Street, or BEBKS Street, in order to seawer the above varies of fare. 8869,126 37

NOVEMBER 13, 1861.

The Board of Directors have this day declared a Cash Dividend of TEN PER CENT. on the Capital Stock, and SIX PER CENT. interest on the Scrip of the Company, payable on and after the 30th instant.

They have also declared a Scrip Dividend of TWEN-TY-FIVE PER CENT. on the Earned Premiums for the year ending October 31, 1861, Certificates for which will be issued to the parties entitled to the same on and after the 30th instant. All Passenger Trains (except Sunday Trains) connect at Berks street with the Fifth and Sixth streets, and Se-cond and Third-streets Passenger Railroads, twenty Mild and Third-streets Passenger Railroads, twenty Miss after leaving Willow street. 1861.

ABBANGEMENT OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON BALLEOAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES. DIRECTORS.

William Martin,
Edmund A. Souder,
Thoophilus Faulding,
John R. Penrose,
John C. Davis,
James Traquair,
William Eyre, Jr.,
James C. Hand,
William C. Ludwig,
Joseph H. Seal,
Dr. R. M. Huston.
George C. Leiper,
Hugh Craig,
Charles Relly,
WILLIAM MARTIN, President.
THOS. C. HAND, Vice President. PROM WALNUT-STREET WHARK AND KENSINGTON DRIFT. WILL LEAVE AS FOLLOWS—VIZ: At 6 A. M., via Camden and Amboy, C. and A. Accommodation. \$2.26 At 6 A. M., via Canden and Jersey City, (N. J. Accommodation) Accommodation). 2 25
At 9% A. M., via Kensington and Jersey City, Morning Mail THOS. C. HAND, Vice Presiden

dation 2 26 At 4 P. M., via Camden and Jersey City, Evening At 4 P. M., via Camden and Jorsey City, 2d Class
Ticket... 2 25

At 6 M. P. M., via Kensington and Jorsey City, Evening Mail... 3 00

At 12 P. M., via Kensington and Jorsey City, Evening Mail... 3 00

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

Do. M. Via Canden and Amboy, Accommodation, (Freight and Passenger)—1st Class Ticket... 1 56

The 6 M. Mail Line runs daily, Sundays excepted.
The 12 P. M. Southern Mail runs daily, Sundays excepted.
The 12 P. M. Southern Mail runs daily,
For Water Gap, Strondsburg, Scranton, Wilkesbarre,
Montrose, Great Bend, &c., 7.10 A. M. from Kensington,
via Delaware, Lackawama, and Western R. R.

For Mauch Chunk, Allentown, Bethlehem, Belviders,
Easton, Lambertville, Flemington, &c., at 7.10 A. M.;
from Kensington Depot; and 2 M. P. M. from Walnutstreet Wharf; (the 7.10 A. M. time connects with train
leaving Easton for Mauch Chunk at 3.25 P. M.)

For Freehold at 6 A. M. N. Z and 4 P. M. At 4 P. M., via Canden and Jorsey City, 2d Class H MECHANICS' INSURANCE COMPANY OF PHILADELPHIA, No. 138 North SIXTH Street, below Bace, Insure Buildings, Goods, and Merchandise gene-rally, from Loss or Damage by Fire. The Company gua-

3 00

For Freehold at 6 A. M. and 2 P. M. WAY LINES. For Bristol, Trenton, &c., at 7.10 and 9% A. M., 5 a 20, and 11 P M., from Kensington, and 2% P. M. from Walnut-street wharf, For Palmyra, Riverton, Delanco, Boverly, Burlle ton, Florence, Bordentown, &c., at 12%, 1, 2, and 2%, P. M.

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

For Naw Yark and Way Lines leaving Ronsing ton Depot, take the care, on Fifth street, above Walnut, half an hour before departure. The care run into the depot, 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 \$100, except by special contract.

THE PENNSYLVANIA CENTRAL RAILROAD, 250 MILES DOUBLE TRACK. 1862 THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.
THREE THROUGH PASSENGER TRAINS BETWEEN PHILADELPHIA AND PITTSBURG.

norst morrage on city property, worth double the amount. \$162,900 00

Pennsylvania Railroad Co.'s 6 per cent. first morrage loan, tapar. \$5,000 00

Fennsylvania Railroad Go.'s 6 per cent, second morrage loan, (\$30,000). \$77,900 00

Huntingdon and Broad Top Railroad and Canal Co.'s morrage loan \$4,000 00

Ground rent, first-class. \$2,462 50

Collateral loans, well secured. \$2,500 00

City of Philadelphia & par cent. Pa. RR. loan, 10,000 00

Allegheny County 6 per cent. Pa. RR. loan, 10,000 00

Mechanics' Bank stock. \$2,81 50 80,000 0 10,000 0 5,135 0 2,812 6 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 transparation of Through Trains to and furnishing facilities for transparation of Through Trains to Through Trains Through Trains Through Trains thus furnishing facilities for transportation of Passengers unsurpassed for speed and comfort by any other 2317,142 04 Express and Fast Lines run through to Pittsburg, The Mutual principle, combined with the security of a Stock Capital, entitles the insured to participate in the PROFITS of the Company, without liability for LOSSES.

LEGRES DIOURDLY Adjusted and Paid,
DIRECTORS. 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; Wood-ruff's Sleeping Cars to Express and Fast Trains. The EXPRESS RUNS DAILY: Mail and Fast Lines Sundays excepted. days excepted.

Mail Train leaves Philadelphia at 8,09 A. M.
Fast Line ""11.30 A. M.
Express train leaves "10.30 P. M.

through.

Tickets Westward may be obtained at the office of the Compasy in Philadelphia, New York, Beston, 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 ivers. Fare always as low, and time as] quick, as by any The completion of the Western connections of the Pennsylvania Railroad to Chicago, make this the

Pennsylvania Raitroad to Chicago, make this the
DIRECT LINE BETWEEN THE EAST AND THE
GREAT WEST
The connection of tracks by the Railroad Bridge at
Pittsburg, avoiding all drayage or ferriage of Freight togather with the saving of time, are advantages readily
appreciated by Shippers of Freight, and the Travelling
Public.
Merchants and Shippers entrusting the transportation
of their Freight to this Company, can rely with confidence on its Broody transit. dence 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 Companies.

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

For Freight Contracts or Shipping Directions, apply 0, 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.:

H. S. Piercy & Co., Zanesville, O.; J. J. Johnson, Ripley, O.; R. McKreely, Muyaville, Ry.; Ornsby & Cropper, Portsmouth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athern & Hibbert, Cincinnati, O; R. C. Meidrum, Madison, Ind; Jos. E. Moore, Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ind.; R. F. Saus, Shaler & Glass, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Momphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. H. Koonts, Alton, Ill.; or to Freight Agents of Railroads at different points in the West.

B. R. KINGSTON, Jr., Philadelphia.

MAGRAW & KOONS, 80 North street, Baltimore.

LEECH & CO., 1 Astor Honso, or 1 S. William st., N. Y.

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

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

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

E. LEWIS, Gen'l Supt. Altoona, Pa. ja8-ly

PHLADELPHA
AND READING BAILROAD,
PASSENGER TRAINS FOR POTTSYILLE, READING, and HARRISBURG, on and after November 1, 1861.
MORNING LINES, DAILY, (Sundays excepted.)
Loave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill streets, Jas & A. M., connecting at Harrisburg with the PENNSYLVANIA
EATLROAD 4.15 P. M. train, running to Pittsburg; the
CUMBERLAND VALLEY 1.50 P. M. train running to
Chambersburg, Carlisle, &c.; and the NORTHERN Chambersburg, Carlisle, &c.; and the NORTHERN DENTRAL BAILBOAD 1.20 P. M. Pain running to Sunbury, &c.

OENTRAL RAILBOAD 1.20 P. M. Sain running to Sunbury, &c.

AFTERNOON LINES.

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callewhill sts.), for POTTSVILLE
and HARRISBURG, at 8.15 P. M., DAILY, connecting at Harrisburg with the Northern Central Bailroad,
for Sunbury, Williamsport, Elmira, &c. Express Train
from New York via Raston 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 BEADING only, at
4.30 P. M., DATLY, (Sundays excepted.)

DISTANCES VIA PHILADELPHIA AND BEADING
BAILBOAD.

Lewisburg......178 Sunbury and Erie E. R. Muncy 197
Williamsport 209
Jersey Shore 223
Lock Haven 235 Williamsport and Elmira Railroad.

October 30, 1861.

PHILADELPHIA
OO., (Office 227 South Fourth street.)
PHILADELPHIA
OD., (Office 227 South Fourth street.)
PHILADELPHIA, April 27, 1861.
SEASON TICKETS.
On and after May 1, 1861, season tickets will be issued by this company for the periods of three, siz, nine, and twelve months, not transferable.
Season school-tickets may also be had at 88 per cent. Hacount.
These tickets will be sold by the Treasurer at No. 227 fouth FOUBTH Street, where any further information in be obtained.

5. BEADFORD,

2729-11

SALES BY AUCTION. FURNESS, BRINLEY, & CO., No. 429 MARKET STREET. SALE OF IMPORTED AND DOMESTIC DRY

GOODS.

On Tuesday Morning,
Differentier 3, at 10 o'clock, for cash, by catalogno—
400 packages and lots of lancy and staple imported and
dometic dry goods.

Samples and catalogues early on morning of sale. N. F. PANCOAST, AUCTIONEER, SALE OF GERMANTOWN FANCY KNIT GOODS,

HOSTERY, AC., by catalogue.
This Morning,
Navenber 30, commencing at 16 a'clock precisely.
FANOY KNIT GOODS, WOOL HOSTERY, &c.,
Luchded will be found choice styles and colors heads,
Sontags, conts, chosks, sleeves, gauntlet; also, ladies',
nisses, and children's fancy and mixed wool hosiery,
ladies' cloth and merito gloves, &c.,
Also, an invoice of stack appung hear chiefs. nd 9.50 P. M.
Leave Miliford at 4.56 P. M.
Leave New Castle at II A. M. and 3.10 P. M.
Leave Chester at 8.20 A. M., 12.15, 4.50, and 9.30 P. M.
Leave Milifore for Saliebury and Intermediate stations
t-5.20 and 7 P. M.; for Dover and intermediate stations

GOODS, DOLLS, &c.
On Monday Morning,
December 2, commencing at 10 o'clock precisely.
Consisting, in part, of German toys, doils, dott heads,
fancy goods, Bohenfan glassware, decanters, &c., suited
to approaching sales. SALE OF EMBROIDERIES, RISBONS, FLOW-

ERS, MILLINERY GOODS, STOCK GOODS, NO-TIONS, &c., by catalogue. On Wednesday Morning, December 4, commencing at 10 o'clock precisely, PHILIP FORD & CO., AUCTION-REES, Nos. 525 MARKET and 524 COMMRRUE

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

On Morelay Morning,
Dec. 2, at 10 o'clock precisely, will be sold, by catalogue, 1,000 cases men's, boys, and youths' calf, kip, grain, water-proof, and thick boots, brogans, gaiters, Oxford ites, and gum shoes; women's, misses', and children's calf, kip, goat, kid, and morocco heal boots and shoes, gaiters, alippers, lugskips, &c. Also, a large assortment of first-class city-made goots, and women's and misses' retailing Balmoral boots.

LARGE PERENITORY SAME OF BOOTS, SHOES, AND DECOMES.

On Thursday Morning,
Dec. 5, at 10 o'clock precisely, will be sold, by catalogue, 1,990 cases men's, bays', and youths' calf, klp, grain, and thick boots; calf, and kip brogans, Congress gatters, and Wellington boots, &c.; women's, missas', gnd children's calf, kip, grain, and goat, double-soled boots. Also, a large assortment of first-class city-made goods and Balmoral boots. geeds and Balmor al hoots.

Open for examination, with catalogues, early on

SHIPPING. WEEKLY COMMUNICATION BY STEAM BETWEEN NEW
YORK AND LIVERPOOL, celling at QUEENSTOWN, (Ireiand,) to land and embark passengers and
dannating. spatches.
The Liverpool, New York, and Philadelphia Steaming Company's splendid Clyde-built from screw steamings are intended to sull as follows!
FROM NEW YORK FOR LIVERPOOL.
Saturday Now 20 OF MANCHESTER.....Saturday, Dec. 7.

Steerage to Queenstown, or Liverpool. 250
Do. to Londen. 252
Do. Beturn tickets, available for six months, from Liverpool. 250
Passengers forwarded to Havro, Paris, Hamburg, Bremen, and Antwerp at through rates. Octificates of passage issued from Liverpool to New Tork. 254
Certificates of passage issued from Queenstown to New York. 252
These steamers have superior accommodations for passages, are constructed with watertight compartments, and carry experienced Surgeons. For freight, or passage, apply at the office of the Company, 111 Walnut street, Philadelphis. In Liverpool, to Will, InMAN. Tower Buildings.

in Glasgow, to WM. INMAN, LIVERPUUL, MEH NOTICE TO PASSENGERS. By order of the Secretary of State, all passengers eaving the United States are required to procure passports before going on board the steamer,
nos.-ff JOHN G. DALE, Agent. THE BRITISH AND NORTH
AMERICAN BOYAL MAIL STEAM-

FROM BOSTON TO LIVERPOOL. Chief Cabin Passage. 3110
Second Cabin Passage. 60
The ships from New York call at Cork Harbor.
The ships from Boston call at Halifax and Cork Har-

The owners of these ships will not be accountable for Gold, Silver, Builion, Specie, Jewelry, Projous Stones, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed. For freight or passing the state of the state mh4-tf 4 BOWLING GREEN, New York.

RAILROAD LINES.

FALL AND WIN-TEA ARANGEMENT
PHILADELPHIA, GERMANTOWN, and NORRISTOWN BALLADAD.
TIME TABLE.
On and after Monday, October 28, 1881, until further FOR CERMANTOWN.

FOR CERMANTOWN.
Leave Philadelphia, 6, 7, 8, 9, 10 05, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 ½, and 11 ½, P. M.
Leave Germantown, 6, 7, 7½, 8, 8½, 9½, 10½, 11½, A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9½, 11 P. M.
The 5½ A. M. train from Germantown stops at Phy's and Tioga only.

ON SUNDAYS nu Tiga omy.

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 BAILBOAD. Loave Philadelphia, 6, 9, 11, A. M., 2, 4, 6, 8, and 10 2 eave Chestnut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 3.40,

Leave Chestnit Hill, 1.10, 5.10, 10.10, 2.22, 12.20, 3.20, 5.40, 7.40, and 9.10 P. M.

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

Leave Chestnit Hill, 7.50 A. M., 12.20, 5.40, and 9.10 FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia, 6½, 9.05, 11.05 A. M., 1½, 8.05, ½, 6.05, and 8.09 P. M. Leave Norristown, 7, 8, 9, 11 A. M., 1½, 4½, and 6 ON SUNDAYS.

ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3 P. M.
Leave Norristown, 7 K. A. M., 6 P. M.
FOR MANAYUNK.
Leave Philadelphia, 6 K., 9, 11 A. M., 1 K., 3,05, 4 K.,
6.05, and 8.05 P. M. Leave Manayuuk, 6%, 7%, 8%, 9%, 11% A. M., 2, 5, and 6% P. M. nd 6% P. M.

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

Leave Manayunk, 7% A. M., 5% and 8 F. M.

H. K. SMITH, General Superint oc28-tf Depot NINTH and GREEN Streets.

ELMIRA ROUTE.— BA RAILROAD.

QUICKEST ROUTE to Tamaqua, Catawissa, Rupert, QUICKEST ROUTE to Tamaqua, Oatawissa, Rupert, Wikesbarre, Scranton, Danville, Milton, Williamsport, Troy, Raiston, Canton, Emira, Buffalo, Nilagara Falls, Rakuster, Claveland, Detroit; Toledo, Chicage, St. Lonis, Milwankee, and all points North and West.

Passenger trains will leave the new Depot of the Philadelphia and Reading Bailroad, corner BROAD and CALLOWHILL Streets, (Passengers entrance on Oallowhill street,) daily, (Sundays excepted), for above points, as follows:

DAY EXPRESS.

NIGHT EXPRESS.

S.60 A. M.

NIGHT EXPRESS.

S.15 P. M.

The 80 OA. M. train connects at Rupert, for Wilkesbarre, Pittson, Scranton, and all stations on the LACK-AWANNA AND BLOOMSBURG RAILROAD.

The above trains make direct connections at Emira

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

Engage checked to Elmira, Buffalo, and Suspansion and West, and the Canadas.

Buggage checked to Elmira, Buffals, and Suspansion
Bridge, and all intermediate points.

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

THROUGH EXPRESS FREIGHT TRAIN.

Leave the Philadelphia and Reading Depot, Broad and Callowhill streets daily, (Sundays excepted), for all points West and North, at 5 P. M.

Freights must be delivered before 8 P. M. to insure thair going the same day. Freights must be denvered their going the same day.

For further information apply at Freight Depot,
THIRTEENTH and CALLOWHILL, or the G. T. LEONGED, Agent,
Northwest corner SIXTH and CHESTNUT Streets,
Philadelphia.

WEST CHESTER VIA MEDIA. WINTER ARRANGEMENT. On and stor MONDAY, Nov. 25, 1861, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of RIGHTENNTH and MARKET Streets, at 8.30 Å.M., 2, 4.15, and 10.30 P. M., and will leave the corner of THIRTY-FIRST and MARKET Streets, (West Philadelphia,) at 17 minutes after the starting time from the Depot

Ippnia, be A. minute.

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 8.20 A. M. and 4.15
P. M. connect at Ponnelton with Trains on the Philadelphia and Baltimore Central Baltroad for Concord, Kennett, Oxford, &c., &c.

HENRY WOOD,
Superintendent

WEST CHESTER
RAILEOAD TRAINS VIA PENNSYLVANIA RAILEOAD, leave depot, corner ELE-SYLVANIA BAILROAD, leave depot, corner ELE-VENTH and MARKET Streets, at 8 A. M., 12,30 poon, and 4 P. M. EXPRESS COMPANIES. THE ADAMS EXPRESS COMPANY, Office 820 CHESTRUT

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 and Cities of the United States E. S. SANDFORD, FREIGHT WASHINGTON, ALEXANDRIA, AND GEORGE-By Ericsson Line to Baltimore, and from thence by Bailroad to

WASHINGTON,

DAILY, AT 5 O'CLOCK P. M.

Freights for the above-named cities will be received at the Office of the Ericsson Line daily, and forwarded with all possible despatch. All freights will be required to be prepaid, and the name and destination marked in full

Tull.

Freight 35 cents per 100 pounds through to Washington, when in quantities of 1,000 pounds and over. This is the cheapest, and as reliable a route as there is between Philadelphia and Washington.

A. GROVES, Jr., Agent, no14-tde17*

No. 34 South Wharves. BEST QUALITY ROOFING SLATE

always on hand and for sale at Union Whart, 1851

BEACH Street, Equalogton.
T. THOMAS,

BUT-17

BY WALNUT Street, Philadelphia

DLD LEAD—8 barrels just received

per schooner Amalia, for sale by

JAURETCHIE & GARSTAIRS,

1007

202 and 204 South FRONT Street. myT-ly

SALES BY AUCTION. M. THOMAS & DUATO,
Nos. 139 and 141 South FOURTH Street.
(Formerly Nos. 67 and 69.) PUBLIO SALES REAL ESTATE AND STOCKS, AT THE EXCHANGE, EVERY TUESDAY, at 12 o'clock moon, during the business soldon.

BEAL ESTATE AT PRIVATE SALE. We have a large amount of real estate at private sale, including every description of city and country property. Printed lists may be had at the Auction Store. NINTH FALL SALE-DECEMBER 10. This will include— Orphans' Court Sale—Estate of Charles Louis Ulmer, deceased.
TWO-STORY BRICK DWELLING, No. 600 Green TWO-STORY BRICK DWELLING, No. 699 Green street, wost of Marshall.

FUNT-UASS SUGAR REFINERY.

The extensive and valuable Sugar Refinery, No. 221 Vice street, recently occupied by Messrs. Eastwick Brothers, with all the machinery, &c.; in perfect green for immediate operations; canada or refining from 45,000 to 20,000 pounds were day, and room for storing 699 hids row sugar and 3,000 bids refined sugar. The outstanding notes of Messrs. Eastwick Brothers will be received in parment. See Fandbills for full particulars.

VALUABLE GROUND-RENT OF 8000 A YEAB (11,668), societed as five-story brick building, Sansom street, west of Eleventh.

At 11 o'clock, at the Anction Spore, one case of superior German flower roots, from R. Vanderschoot & Son, Holland, comprising the usual assortment of hyacinths, to lips, jonguils, crocus, narcisses, &c. WOLL CUTTINGS.

On Tuesday Morning.

At 10 o'clock, ut the Auction Store, 5,040 pounds blue cloth cuttings, 500 pounds red damed, 1,700 pounds white flannel, 487 pounds Italian flannel.

Bale at Nos. 139 and 141 South Fourth Street.

BUPERIOR FURNITURE, FRENCH-PLATE MISSORS, PIANO-FORTES, DEPS AND UNDDING, OHINA AND GLASSWARE, BEUSSELS AND OTHER CARPFTS, &c.

On Thursday Morning,
At 9 o'clock, at the Auction Store, the superior furnifurniture, piano-fortes, mirrors, Brussels and other carpots, &c., from families deciding housekeeping, removed to the store for convenience of sale. Goods open for examination early on the morning to the store for convenience of sale.

**EF* Catalogues ready the day previous to sale.

MOSES NATHANS, AUCTIONEER
AND COMMISSION ML. RUHANT. Southeast
corder of Sixth and RACE Streets. AT PRIVATE SALE,
AT PRICES TO SUIT THE TIMES.
The following articles will be sold for less than half the
nanal selling price:
Fine gold hunting-case, double-case, and louble-bos-Fine gold hunting-case, double-case, and fouble-bottom English patent lever watches, of the most approved and best makers; fine gold double-time English patent lever watches; independent accords lever watches; fine gold double-case, double-case, and double-twatches; silver hunting-case and open-face escapement lever and lepine watches; borizontal and duplex 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, job, and guard chairs; diamond finger-rings and breast-pins; sets of fine gold jewelry; gold breast-pins, ear-rings, finger-rings, bracelets, penell-cases, pens, and jewelry of every description; quies, pistois, musical instruments, plano-fortes, and ar-

MONEY TO LOAN.

Money advanced liberally, for any length of true agreed upon, on gold and silver plate, diamonds, watches, lewelry, fowling-pieces, musical instruments, dry goods, clothing, groceries, hardware, cutlery, turniture, bedding, fancy articles, and on all articles of value.

CONSIGNMENTS AND OUT-DOOR SALES SOLI-CITED. Liberal cash advances made on all articles consign for solo. Personal attention given to all out-door sales. M. FITZPATRICK & BROS., AUCTIONEERS.

604 CHESTNUT Street, above Sixth BALES EVERY EVENING At 7 o'clock, of books, stationery, and fancy goods, watches, jewelry, clocks, silver-plated ware, outlery paintings, musical instruments, &c.
Also, hosiery, dry goods, boots and shoes, and merchandise of every description.

NAV 241.50 entription. DAY SALES DAY SALES
Every Monday, Wednesday, and Friday, at 10 o'clock
A. M. PRIVATE SALES. PRIVATE SALES.

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

Consignments solicited of all kinds of merchandise, for attentions of the country and an extension of the country and an

Consignments soncine or an annual or interpretation public or private sales.

Liberal cash advances made on consignments.

Out-door sales promptly attended to LEGAL. IN THE DISTRICT COURT FOR

THE DISTRICT COURT FOR
THE PERSEVERANCE BUILDING ASSOCIATION
VS. MICHAEL KELLY.
June Term, 1861. No. 812. Vend. Ex.
The Amilton appointed by the Court to distribute the proceeds of the Sheriff's sale made under the writ above entitled, of the property hereimafter described, will attend to the duties of his appointment on THURSDAY, December 1, 1861, at 4 P. M., at his Office, No. 611 WALNUT Street, Philadelphia, when and where an persons interested are required to be said their chains. December 1, 1991, at 4 P. M., at his Office, No. 61 WALNUT Street, Philadelphin, when and where all persons interested are resulted to breastst hield claims, or be debarred from coming in upon said fund. The property soid as aforesaid is described as follows—to wit: All that seriain lot or piece of ground, with the fourstory brick measures or fromenent thereon erected, situate on the west side of Front street, in the city of Philadelphia, late in the Northern Liberties; heginning at the distance of 110 feet 5 inches northward from Vine street, thence extending by ground of Elizabeth Cooper weetward 143 feet 8 inches to the east side of an alley 6 feet 4 inches wide, extending into and from the said Vine street thence by the said alley southward 17 feet 7 inches, thence partly by Tage's lot, partly by ground of Joseph R. Jenks and wife, and partly by ground of Mary Bacen, eastward 65 feet, thence by Mary Bacen's lot northward 1 foot 8% inches, and eastward 77 feet 6 inches to Front street aforesaid, thence by the same 16 feet 10% inches to the place of beginning. (Being the same premises which Thomas E. Pryor, by indenture bearing date the 7th day of March, A. D. 1854, recorded in Dred Book T II, No. 125, page 554, &c., granted and conveyed unto the said Michael Kelly in fee, reserving thereaft the yearly granted eath or the months of March and September in every year forever.]

NOULCE—IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.

To the legal representatives of WILLIAM BING-HAM, the elder, deceased.

Whereas Charles S. Williams did, on the 26th day of

Micros Charles S. Williams did, on the 26th day of October instant, present his petition to the Court of Common Pleus aforesaid, praying the said court to anthorize and direct the Recorder of Deeds for the said city and county to enter satisfaction on the record of a certain indenture of mortgage, excented by one Benjamin R. Morgan to the said William Bingham, the elder, bearing date the 6th day of February A. D. 1500, and recorded at Philadelphia, in mortgage-book E. F. No. 2, page 109, to secure the sum of \$2,113.37 upon a certain tract of land in the former township of the Northern Liberties, now in the said city, lying between Gunner's run and Macpherson's lane, containing 54 acres and 82 perchas. Now, in pursuance of an order of the said count made on the said 26th day of October, you are hereby required to appear at the December term of the said Court of Common Pleas, to be held at Philadelphia on the first Monday of December next, and make answer to the said patition, if any you have.

WILLIAM, H. KERN, no2-s4t Sheriff of the City and County of Phila. no2-s4t Sheriff of the City and County of Phila.

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