(Continued from first page.) From Colonel Morehead's Regiment. CAMP OBSERVATION, MARYLAND, November 25, 1861. DEAR PRESS: A few leisure moments afford me an opportunity of addressing you another brief leter though nothing of special import has occurred

in connection with our regiment since my last. We are still kept very busy in company and regimental drills and on picket duty. Company C, Ceptain Ralph W. P. Allen, and company D, under the temporary command of Lieutenant Wm. N. Jones, are at present performing the duties of pickets, and by the experience they have already had are pretty well accustomed to its hardships.
Company F, Captain Wm M. Woolridge, perform the part of sappers and miners; and the men are constantly engaged in various mechanical employments necessary to that branch of the service. We have detailed as guard on our camp one entire company per day, each taking its turn, throughout the regiment. Besides, a patrol guard, also

The absence of these men from our daily drills renders our "turn-outs" somewhat slim. Nevertheless, every man, in drill or out of it, under the excellent guidance of our experienced Colonel, has become thoroughly proficient in all the essentials of

The best of order and harmony prevail throughout the regiment, owing, in a measure, to the " tactics" of our officers. Our regiment has at length been accepted by the Governor of our State, and has received its number, which is 106. The appointments of our officers have also all been confirmed by the Governor.

Thanks to our faithful brigade quartermaster. Captain Henry S. Cambloss, Lieutenant Stokes, and Assistant Jacob Roop, we have a bountiful in their attentions to our wants in this particular, and not a man in the regiment has a ----

Our clothing, too, is supplied in abundance, and is of a comfortable and substantial character. This department is under the care of Sergeant Samuel

The health of our camp is very good. We have but a few cases of sickness, and these will doubtless be of short duration under the skilful care of our assistant surgeon, Philip S. Leidy, who is regorded by the man as A No. 1 in his mentaggion We have a sutler with us who is driving an excellent business at pretty reasonable rates. As it may prove of interest to some of the friend of the regiment, I append a complete list of the officers in command. They are as follows:

Field and stuff officers of the 106th Regiment Pennsylvania Volunteers: Colonel, Turner G. Morehead. Lieutenant Colonel, William L. Curry. Major, John H. Stover. Chaplain, William Harris Adjutant, Ferdinand M. Pleis. Quartermaster, Harry Camblos. Surgeon, Justin Dwinelle.

Assistant Surgeon, Philip Leidy. NON-COMMISSIONED STAFF. Sergeant Major, Theodore Wharton. Quartermaster Sergeant, Samuel L. Hibbs. Commissary Sergeant, Jacob Roop. COMPANY OFFICERS.

Company A—Captain John J. Sperry; first lieuenant, ——; second lieutenant, James C. Lynch.
Company B—Captain, Joseph J. Vaughan; first J. Thomas Huey.
Company C—Captaiu, Ralph W. P. Allan; first licutenant, John W. Lynch; second licutenant, John A. Steel.
Company D—Captain, Samuel H. Newman; first lieutenant, William N. Jones; second lieutenant, Company E—Captain, Francis Achuff; first lieu-mant, Wyndham H. Stokes; second lieutenant, Salathiel Townsend. Company F-Captain, Wm. M. Woolridge; first lieutenant, James Patterson; second lieutenant,

Company G—Captain, John R. Breitenbach; first eutenant, George F. Egbert; second lieutenant, mpany H—Captain, Lewis Bartleson; first lieut, Paul J. Hallowell; second lieutenant, Lynford D. C. Tyler. Company I—Captain, Robert H. Ford; first l'eu-temant, Francis E. Foliot; second lieutenant, Wm. Wetzler. Company K—Captain, Timothy Clarke; first lieutenant, Wm. V. Farr; second lieutenant, Wm.

You shall hear from me again soon. PICKET. Yours truly, From Colonel Sickel's Third Pennsylva-nia Regiment.

HEADQUARTERS, Com. K, 3d Regiment, 2d Brig., McCall's Division, P. R. V. C.

CAMP PIERPONT, Va., Nov. 28, 1861. MR. EDITOR: We are in daily receipt of you paper (thanks to Mr. Becker), and I assure you it is read with the greatest avidity; and seeing you do publish letters occasionally from soldiers for the benefit of their friends, I have concluded to give you a short account of our own glorious regiment Our camp is about four miles this side of the Poto mac, and we are situated at present on the gentle slope of a wooded hill, from the top of which we have a grand view of the surrounding country, and as far as the eye can reach you may discover the various little white houses, studded here and there of the Pennsylvania Reserves, and which contain in them as stout hearts and willing hands as any other State can boast of. You may rest assured, in case we are brought into action. Pennsylvania will have no cause to find fault with her sons, who will do their duty manfully. Our living (thanks to Uncle Sam) under the circumstances is very good. We have fresh beef two or three times a week, fresh bread, salt and smoked pork, hard crackers, with beans, rice, &c. Our regiment, generally speaking, is quite healthy, very little sickness appearing among us, and that of a trivial character. Our worthy Colonel (Horatio G. Sickel), a Philadelphian of some twenty years standing, who has just returned from your city, where he has been for the purpose of recruiting his health, was welcomed back to his regiment by his officers and men, from whom he received their warmest congratulations. And well does he merit their admiration and respect; a gentleman and a soldier, ever kind and cheerful, with a good word for all, there is not a man under his command who would not feel proud to be led into the field of battle by him, and in fact are waiting anxiously for a brush with the enemy. Our friends may very soon expect to hear of a for-

order was read on dress parade, requiring the regiment to keep constantly on hand two days' cooked provisions, and everything else necessary, and in proper condition to move at a moment's notice. So, you perceive, we are not idle, and only long for a fight. The first duty our colonel performed upon resuming command of his regiment was to issue the following order: ORDER No. 59. In obedience to a proclamation of his Excellency Andrew G. Curtin, Governor of Pennsylvania, setting apart Thursday, November 28, 1861, as a day of Thanksgiving, Fasting, and Prayer; therefore, the officers and men of this regiment are excused from all company and regimental drills during the day.

ward movement by the Reserve Corps; to-night an

And I most earnestly recommend the strictes observance of this day, in the attending of Divine service, with earnest supplications to the Divine Creator for the success of our arms, a speedy restoration of peace, and a renewed devotion to the Constitution and laws, throughout the entire coun-HORATIO G. SICKEL. Col. 3d Reg. P. R. V. Com'y. The day was strictly observed and I have never

seen the camp more quiet since we have been in the service, each and every one seeming to realize the solemnity of the occasion. The Ball's Bluff Papers.

The flag of truce, which came over the Potomac to Gen. Stone last week, brought a letter from Col. Thomas Jordan, Beauregard's assistant adjutant general, enclosing copies of two orders from Gen. Stone to Col. Davis, and one from him to Colonel

GEN. STONE'S ORDERS TO COL. DEVINS.

The following are orders from Cen. Stone to Col. HEADQUARTERS CORPS OF OBSERVATION...

Poolesville, Oct. 20, 1861 send orders to the Accordance the two new flat boats now there, op-posite the island, transferred at once to the river, and will at 2 o'clock P. M. have the island reinforced by all of your regiment now on duty at the canal and at the New York battery. The pickets will be replaced by the companies of the Nineteenth Massachusetts there.

Very respectfully, your ob't serv't, Chas. P. Stone, Brigadier General. Col. Chas. Devins, Commanding Fifteenth Rogt Mass. Vol. A true copy. WM. R. HYSLOP, Lt and A. D. C.

A true copy. WM. R. HYSLOP. Lt and A. D. C.

HEADQUARTERS CAMP OF OBSERVATION,
Poolesville, Oct. 20, 1861—161 P. M.

SPECIAL ORDERS, NO — Colonel Devins will
land opposite Harrison's Island with four companies of his regiment, and proceed to surprise the
camp of the enemy discovered by Capt. Philbrick,
in the direction of Leesburg. The landing and
march will be effected with silence and rapidity.
Colonel Lee, Twentieth Massachusetts Volunteers, will immediately after Colonel Devins' departure occupy Hamson's Island with four companies of his regiment, and will cause the four-oared nies of his regiment, and will cause the four-cared boat to be taken across the island to the point of departure of Col. Devins.

One company will be thrown across to occupy the heights on the Virginia shore, after Colored Devine. heights on the Virginia shore, after Colonel Devins' departure, to cover his return.

He will make all the observations possible on the country, will under all circumstances keep his command well in hand, and not sacrifice this to any supposed advantage of rapid pursuit.

Having accomplished this duty; Col. Devins will return to his present position, unless he shall see one on the Virginia side, near the river, which he can undoubtedly hold until reinforced, and one which can be successfully held against largely superior numbers. In such case he will hold on and report.

Chas. P. Stone, Brigadier General.

Great care will be used by Col. Devins to prevent any unnecessary injury of private property, and any officer or soldier straggling from the command for curicity or plunder will be instantly shot.

Chas. P. Stone, Brigadier General.

A true copy:

A true copy:
WM. R. Hyslor, Lieut. and A. D. C. THE LAST ORDER FROM GEN. STONE TO COL. BAKER The following is the last order to Col. Baker. It could never have reached him. It shows what report he sunt to Gen Stone, and indicates under what orders he was acting.

HEADQUARTERS CORPS OBSERVATION, EDWARDS' FERRY, OCT. 21-3.45 P. M. Col. E. D. Baker, Commanding Right Wing: COLONEL: Yours of 2:30 is received. I am glad you find your position tenable. If satisfied with it, add on, and don't let the troops get fatigued or

hold on, and don't let the troops get fatigued or starved while waiting.

Please detail plenty of officers to attend to the food of the men. Do you need more artillery than the eight pieces now at your disposition?

Respectfully, your obedient servant, Chas. P. Stone, Brig. Gen. Com'g. A true copy. WM. R. Hyslop, Lt. and A. D. C. The Seventy Thousand Stand of Arms Sent to California by Floyd. The Los Angeles News says it would like to see The Los Angeles News says it would like to use the mystery of the receipt of the seventy thousand stand of arms in California explained. The arms were sent here by Floyd, and so secrety conveyed to the Benicia arsenal, that no one not especially entrusted with the information knew of their arrival. Even after the arms had been stored in the

arsenal for months, the Legislature made a requi-sition on the General Government for materials of sition on the General Government for materials of war, which requisition was actually complied with, and the arms solicited were promptly furnished. This shows that the Administration itself was not aware of the bountiful manner in which Floyd had supplied the State with muskets and rifles. The arms were sent here, without a doubt, in expectation of their being seized by the Secessionists. Had the plan succeeded, comprising an entire company, which serves likeby the Secessionists. Had the plan successed, California would have been in a state of revolution to-day. In the programme of the rebellion arranged at Richmond, the attempt was to be made either to unite California with the South or form a continuous of the Pacific States. either to unite California with the South or form a distinct Confederacy of the Pacific States. A canvass of the popular feeling demonstrated the impessibility of effecting either of these schemes of treason, or even seizing and retaining the arms for the use of the South. Discovered by the department, 35,000 of them were returned to the Atlantic States, and the remainder conveyed to Alcatrax, where such of them was are not in use are safely where such of them as are not in use are safely stored. The question may well be asked, 'In a time of profound peace, what excuse was there for sending 70,000 extra stands of arms to California?''

Floyd alone can answer; we can only conjecture. For The Press.]
"This, foo, we may say for the Democratic resty
—while it maintained its sway, 'Secession' was a
little baffled clique; as the Republican party rose, Secession' became 'an army with banners.' "-Chas. J. Biddle's Letter. Query 1st. "While the Democratic party main-

tained its sway," how many Republicans did the North send to the Charleston Convention to split it irrevocably? Echo answers-"how many?" 2d. Who nursed "Secession" from " a little baffled clique" into "an army with banners?" Answer. James Buchanan-Mr. Biddle's choice of Democrats and Traitors.

3d. Who supplied "a little baffled clique" with arms and munitions of war? Answer. John B. Floyd and Jefferson Davis-Mr. Biddle's friends-4th. Who gave "a little baffled clique" money stolen from under the nose of James Buchanan Answer. Mr. Biddle's choice of financiers, friends, Democrats, and Traitors-Howell Cobb and Jacob

5th. Who gave "a little baffled clique" the hope to win by sending every armed vessel to a distant sca? Answer. Isaac Toucey-Mr. Biddle's Democrat and Traitor. 6th. Who would be Traitor when loyalty should have been sweeter than life; and who would sacrifice a heritage of honor on the altar of " a little baffled clique?" Answer. Mr. Biddle's particular Democrat and Double-Traitor-John C. Breck-

7th. Where are some of the members of "a little baffled clique "-Mr. Biddle's Democrats and Traitors? Answer. We are in Fort Warren. (Signed) John Slidell and James M. Mason. 8th. Who leads the forlorn hope of "a little batfled clique" in Secessia? Answer. Mr. Biddle's

Democrat and Traitor-Jeff Davis 9th. Who has joined "a little baffled clique. and deserted the click of the musket-lock-left uch real Democrats as Joe Holt, Andrew Johnson, D. S. Dickinson, B. F. Butler, and last, not least, Gen. McClellan, for such bedfellowship as that in which Mr. Chas. J. Biddle last appears? and echo answers-C. J. Biddle.

Poverty's Moan. BY F. U. STITT. For The Press.] Coming the dark, cold winter, Coming the driving sleet, Coming the shawlless shoulders,

Coming the shoeless feet! ming the dream hail storm Coming the dripping rain, Coming wild hunger's sorrow, Coming heart-freezing pain! Coming the wintry howling,

Coming the drifting snow, Coming the wind's sharp piereing, Coming unuttered wee! Homeless, and houseless, and friendless, Full in the Christian's eye, I draw my rags about me, And lay me down to die! Better to yield the battle!

Better to die while living Than live a dying life Better to stop the pulses
Than feel them feelly beat! Bettef the bosom freezing Than feel but lukewarm heat!

Oh, where are the Christian women? The Christian men, where they? Hugging themselves in comfort, While the weary turn to clay! Warming thy Christian graces
At thy glowing, coal-heaped grate,
Canst thou forget the wretched
Who erough around thy gate?

When thy Christian head is pillowed. And slumber woos thee sweet, Dost thou forget the sinner Whose had is in the street? Uncared for and unpitied, Full in the Christian's eye,

PHILADELPHIA BOARD OF TRADE. THOS. KIMBER, JR.,
JOSEPH C. GRUDB,

LETTER BAGS At the Merchants' Exchange, Philadelphia. Ship Brazil, Blair.....Livorpool, soon SAILING OF THE OCEAN STEAMERS.

FROM THE UNITED STATES. ..New York .. Havro North American Portland Liverpool Karnak New York Nasaau United Kingdom, New York, Glasgow. CanadaBoston..Liverpool C of Baltimore ..New York..Liverpool pa Boston Liverpool

8. New York Bremen draw Naw Yark Classow FROM EUROPE.

SHIPS LEAVE FOR North American. Liverpool . Quebec ... Bavaria ... Sonthampton . New York ... Africa ... Liverpool . Maw York ... St Andrew ... Glasgow . New York ... Hansa Sonthampton . New York ... Hansa Southampton New York Nov 21
Anglo Saxon Liverpool Portland Nov 22
Auglo Saxon Liverpool Boston Nov 22
Europa Liverpool Boston Dec 4
Teutonia Southampton New York Dec 4

** The California Mail Steamers sail from New York on the 1st, 11th and 21st of each month. MARINE INTELLIGENCE PORT OF PHILADELPHIA, Dec. 3,1861. 7 21 | SUN SETS........... 3

Steamship Kennebec, Houghtaling, 21 Jas Allderdier York, with muse and spirit to Jas Allderdier Paserd at 2 F H on Sunday, ship Samuel Adams, hence for London, ut anchor on the Ledge Light off Naw Gastle, passed two light ages, both supposed to be from Brig Almar, Hoffses, 4 days from Baltimore, in ballast

to J E Bazley.

Schr T P Lerned, Barrott, from Salt Key, Tl. Nov 12,

with salt to Baker & Folsom. Left at East Harbor schrs
B C Scribner, for Philadelphia; Louisa Fraser, for New
York in 2 days.

Schr S L Crocker, Presbrey, 3 days from Taunton,
with make to Twells & Co. Schr I. S Levering, Corson, 4 days fro n Salem, in bal-last to N Sturtevant & Co. rson, 2 days from Brandywine, Del, schr John A Hazzard, Williams, 1 day from Milford, Del, with corn to Jas Barratt & So CLEARED.

Brig M E Milliken, Norden, Matanzas, D W Prescott.
Schr L S Levering, Corson, Boston, N Sturtevant & Co.
Schr Fly, Cheestenan, New York, L Audenried & Co.
Schr J C Henry, Love, Norwich, do.
Schr George Fales, Nickerson, Providence, Crowell &
Collins. Schr Jas Martin, Harding, Providence, do Schr Cfisis, Renear, New Bodford, J Ii Blakiston,

MEMOBANDA.

Bark Powhatan, Winchester, sailed from Marseilles
13th ult. for Boston. 13th ult. for Boston.

Brig Longo, Évans, at Cumberland Hurbof 6th ult,
for Philadelphia next day.

Brig Ella Reed, Davis, at Cardenas 16th ult. from Havana, and salied 20th for Philadelphia.

Brig G W Barton, Gilchrist, henae, arrived at Cardenea 21te ult. nas 21st ult.
Schr D Baylis, Jayne, 15 days from East Caicos, TI, at New York 1st inst. Sailed in company with scheener departure, to cover his return.

Two mountain howitzers will be taken silently up the tow-path and carried to the opposite side of the island, under the orders of Col. Lee.

Col. Devins will attack the camp of the enemy at day break, and having routed, will pursue as far as he decms prudent, and will destroy the camp if practicable before returning.

He will make all the observations possible on the country, will under all circumstances keep his command well in hand, and not sacrifice this to any supposed advantage of rapid pursuit.

Having accomplished this duty, Col. Devins will return to his prepart registion and exhaust and the country to this prepart registion and exhaust and the content of the west winds prevailing. Nov 13, lat 28 16, long 62 34, the remaining topsail was blown to pieces, and received other damage. 27th, bore away for St Thomas to procure sails and running right of the country, will under all circumstances keep his dad two jibs and fore topmast staysail blown to pieces. 22d, lat 34 03, long 67, boarded brig J West, of Bangor, Hardison, 4 days from Machias for Jacmel, who supplied as with canyon, twine, oil, &c. Hardison, 4 days from Machias for Jacmet, who supplied us with canvae, twine, oil, &c.

Brig St Agnes, of Halifax, at New York from Cardenas, had heavy weather most of the passage, and on the 16th spring a leak, and was compelled to throw overboard dock load of 25 thids molasses, and glave a number of hids in the hold, in order to lighten the vessel.

PORT OF PHILADELPHIA.

List of Foreign and Coastwise Arrivals at the Port of Philadelphia for the month of November, 1801: | FOREIGN | 16 | Brigs | 16 | Barks | 11 | Schooners | 13 | | Colstatist | Col

Total, 10to

PROPOSALS. DROPOSALS WILL BE REcivrd at the office of the Deputy Quartermaster General, United States Army, No 1139 GIRARD 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."

known as the Tripler pattern, to be endorsed "Proposals for furnishing Tripler Anbublances," salls of furnishing Tripler Anbublances," Sills 11-feet long, out to out, (including foot-board,) 3% inches wide by 2% inches deep. The foot-board is 11% inches wide, made of 1-inch stuff, and fastened on the sills by 3%-inch bolts at each end. The sills are made at front end so as to incline the feet-board upwards. There are eight stude on cach sille, 1% 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 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 tail-piece to box in front, and 4 feet wills is the clear, front, or head-board, 15 inches high, 5 feet high in centre from floor to ridge pole, and top made oval, 8 bows 2x% inches, fastened to nails and stude with screws outside.

with scrows 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 lastened to the lid of box, plain hand look which is attached an iron rod or lever alongside of body; to the lever is a strap by which the driver locks the wagon.

A middle but 3 x x 2 x inches is bolted on sills, for the hindside spring, 2 braces on tail end of body reaching from tail-piece to tup rail.

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

Curtains to be strapped, straps to be sewed on with burness thread well waxed

Curtains to be sharped, 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; front back spring 4 feet 2 inches centre to centre; the cross springs are 2% inches wide, 7 plates; the side springs 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 algewise, with nuts on ends. Boxes 8% long, 1%x1% nches. Hubs of gum or locust thoroughly seasoned; the spokes

and follow to he of white oak thoroughly seasoned.

Hind wheels 4 feet 8 inches high, without the tire,

hish 2 inches inches aspokes 1 x 2 inches at the cheshers,

tire 2 inches aspokes 1 x 2 inches at the cheshers. deep.
Front wheels 3 feet 8 inches high without the tire; hubs 74 x10 inches, spokes 2x1 y inches at the shoulder, felloes 2y 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 feet diameter, 1½ inches x½ inch.
Whole hounds, 4 feet 4 inches long; 3 eross 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. feet o licing soup;
this cross bar.

Double trees, 4 feet long, ironed, same as those of omnibuses, as is also the whole running goar, the double
trees, and lead tree to be of white hickory, without de-

irces, and lead tree to be of white hickory, without defects and thorsughly seasoned.

Tongue, 10 feet 6 inches long, 4 inch x2½ inch at front of jaws of hounds, and tapers to 2½ inches square at back end; at front end it tapers to 1½ inches square at back with eye in it goes on 1 pof 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 tree from defects. ngnt; tongue to be of winte oak, of the best quanty and free from defects.

LITTER OF AMBULANCE,

6 feet 7% inches long, 1 foot 10 inches wide; panels, 4% inches wide, 1% inches thick, of goplar, 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 observed.

cen mattrass springs; cross strips to be made of best sixteen mattrass springs; cross strips to ue made of designative 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 bottom as well as the upper, |z| inch |x| -inch |ron, and extend the whole length of body from inside of tail-piece; there are three rollers on each side of litter frame, with flange, same as regular railroad car whoels.

There are 4 litters for each wagon; 4 small pillows and 2 cushions, one for driver and one for back seat; 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.

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 fastens to a staple in the floor, let in so as to be nearly level; upper litters the same; the stuple 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-place at each end, between the panel and the braces; when up, it forms the tail-hoard.

each caid, 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, 15 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.

It is agreed and distinctly understood that the ambulances are to be 30 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. roughly seasoned, and the work, in all its parts, returning 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, agent authorized to inspect it. When finished, painted, and accepted, by an officer or agent of the Quartermaseter's Department, and delivered as berein agreed, they shall be paid for.

The ambulances are to be delivered in Philadelphia, if desired by the Quartermaster's Department.

G. H. OROSMAN,

BOSE-tdes Deputy Quartermastar General.

FORNEY'S

"WAR PRESS."

The intense interest everywhere felt in the mighty con test in which the Armies and Fleets of the Nation are ergaged, ON THE POTOMAC. IN WESTERN VIRGINIA, IN KENTUCKY,

in Missouri, 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 conven Great Rebellion, has induced me to commence, on 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 uperior style, on a large quarto sheet of eight pages, an sach number will present the following ATTRACTIVE

A BEAUTIFUL ENGRAVING, Illustrating an event of the War, or a MAP of some locality where important operations are in contemplation; A RECORD OF THE LATEST WAR NEWS from all parts of the country, received during each week by Mail and by Telegraph, from numerous SPECIAL COBRESPONDENTS, and all other reliable sources of

THE LETTERS OF "OCCASIONAL." 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 BIOH TREASURES OF WAR-WIT AND WAR-POETRY, that are elicited by the mighty events now transpiring; ABLE EDITORIALS ON THE GREAT QUESTIONS OF THE DAY; THE LATEST LOCAL AND GENERAL NEWS;

A SUMMARY OF RELIGIOUS INTELLIGENCE. interesting to all Denominations; IMPORTANT ARTICLES FROM FIRST-CLASS

TERMS: Five copies, one year..... 8 00 Larger Clubs will be charged at the same rate, thus; 20 copies will cost \$24; 50 copies will cost \$60; and 100

copies, \$120. We also offer the following EXTRAORDINARY INDUCEMENTS! To every Subscriber remitting us \$2 we will forward by mail a first-rate, new, large COLORED MAP of the Southern States, which gives the most useful and com-prehensive view of the Seat of War, and descriptions of the important localities of the South, that has yet been published. Its retail price is fifty cents, and it is well worth double that sum.

Yo will also forward one copy of this Map to any per-

son who sends us a club of three, of five, or of ten sub-Any person sending us a club of twenty subscribers. companied 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

the following liberal premiums: ONE HUNDRED DOLLARS IN CASH! will be presented to the person or persons who may procure the largest list of subscribers by the 1st of April, 1862;

FIFTY DOLLARS the same period, and

TWENTY-FIVE DOLLARS to the person forwarding the third largest number up to that time.

The conditions of the foregoing premiums require all

subscriptions to be paid in advance for ONE YEAR, at the rates published above. ALL POSTMASTERS, and other loyal citizens, are earnestly solicited to assist 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.

SPECIMEN COPIES will be furnished to those who

Subscriptions may commence at any time. Terms

request them.

ALWAYS CASH, in advance. All Letters to be addressed to JOHN W. FORNEY. "PRESS" Office, 417 CHESTNUT STREET.

PHICADELPHIA

MEDICINAL "THEY GO RIGHT TO

INSTANT RELITE! STOP YOUR COUGH! PURIFY YOUR BREATH!

STRENGTHEN YOUR VOICE

SPALDING'S

THROAT CONFECTIONS

THE SPOT."

ARE GOOD FOR CLERGYMEN. GOOD FOR LECTURERS. GOOD FOR PUBLIC SPEAKERS. GOOD FOR SINGERS,

GOOD FOR CONSUMPTIVES. GENTLEMEN CARBY SPALDING'S THROAT CONFECTIONS. LADIES ARE DELIGHTED WITH

CHILDREN CRY FOR SPALDING'S THROAT CONFECTIONS.

SPALDING'S THROAT CONFECTIONS.

They relieve a Cough instantly. They clear the Throat. They give strength and volume to the Voice. They impart a delicious aroma to the Breath. They are delightful to the Taste. They are made of simple herbs, and cannot harn any one.

I advise every one who has a Cough, or a Husig Voice, or Bad Breath, or any difficulty of the Throat to get a package of my Throat Confections. They wil relieve you instantly, and you will agree with me that "they go right to the spot." You will find them very use ful and pleasant while travelling or attending public meetings, for stilling your cough or allaying your thirst If you try one package I am safe in saying that you will ever afterwards consider them indispensable. You will find them at the Druggists and Dealers in Medicines.

PRICE TWENTY-FIVE CENTS.

My Signature is on each package. All others are nounterfeit. A nackage will be sent by mail, prepaid, on passint a Thirty Cents.

HENRY C. SPALDING, No. 48 CEDAR STREET, NEW YORK.

CEPHALIC PILLS

SICK HEADACHE.

OURE NERVOUS HEADACHE.

CURES ALL KINDS OF

HEADACHE

By the use of these Pills the Periodical attacks of Neryous or Rick Headache may be prevented; and if taken at the commencement of an attack immediate relief from pain and sickness will be obtained. They seldom fail in removing the Mauses and Head

che to which females are so subject.
They act gently on the bowels, removeing Costinenses
For Literary Men, Students, Delicate Females, and
all persons of sedentary habits, they are valuable as a Lastive, improving the appetite, giving tone and vigor to the digestive organs, and restoring the natural elasticity and strength of the whole system. The CEPHALE PILLS are the result of long investigation and carefully conducted experiments, having been in use many years, during which time they have pre-vented and relieved a vast amount of pain and suffering

from Headache, whether originating in the servous sys-tem or from a deranged state of the stomach. They are entirely vegetable in their composition, and may be taken at all times with perfect safety without making any change of diet, and the absence of any disagreeable liasts renders it easy to administer them to

BEWARE OF COUNTERFEITS The genuine have five signatures of Henry C. Spalding Sold by Druggists and all other Dealers in Medicines. A Box will be sent by mail prepaid on receipt of the

PRICE, 25 CENTS. All orders should be addressed HENRY C. SPALDING, 48 CEDAR STREET, NEW YORK.

From the Esamiser, Norfolk, Va.

Cophalic Pills accomplish the object for which they were made, viz: Cure of headache in all its forms. From the Enuminer, Norfolk, Va. They have been tested in more than a thousand cases with entire success.

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

The Cophalic Pills are said to be a remarkably effective remedy for the headache, and one of the very best for that very frequent complaint which has ever been dis-

From the Western R. A. Gasette, Chloap, 211.
We heartily endorse Mr. Spalding, and his unrivalle
Cophalic Pills. From the Kanarcha Valley Star, Ranarcha, Va.
We are sure that persons suffering with the leadsone,
who try them, will stick to them. From the Southern Path Finder, New Orleans, La.
Try them! you that are afflicted, and we are sure that
your testimony can be added to the already numerous
list that has received benefits that no other medicine can

From the St. Louis Democrat.

The immense demand for the article (Cophalic Pills) is rapidly increasing. From the Gasette, Dassaport, Ioua. Spalding would not connect his name with an ar-e did not know to possess real merit. From the Advertiser, Providence, B. I. iony in their favor is strong, from the me

From the Daily News, Newport, E. 1. Cephalic Pills are taking the place of all kinds. From the Commercial Bulletin, Boston, Mass. Said to be very efficacious for the headache. From the Commercial Cincinnati

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

SPALDING'S PREPARED GLUE! SPALDING'S PREPARED GLUE! SAVE THE PIECES! DISPATOH ECONOMY!

MINU A STITOR IN TIME SAVER NINE. POLE As accidents will happen, even in well-regulated fami-lies, it is very desirable to have some cheap and convenient way for repairing Furniture, Toys, Crockery, &c. SPALDING'S PREPARED GLUE meets all such emergencies, and no household can afford to do without it. It is always ready, and up to the sticking "USEFUL IN EVERY HOUSE." N. B.—A Brush accompanies each bottle. Price, ents. HENRY C. SPALDING

CAUTION. As certain unprincipled persons are attempting to paim off on the unsuspecting public, imitations of my PRE-PARED GLUE, I would cartion all persons to exemine before purchasing, and see that the full name, FO SPALDING'S PREPARED GLUE TO on the ominide Wrapper a others are swindling Counterficia. Fals-tr

No. 48 CEDAB STREET, NEW YORK.

INSURANCE COMPANIES. DELAWARE MUTUAL 1861. DELLA W ALLE SAFETY INSURANCE COMPANY, PHILADELP dIA. INCORPORATED 1835. The following Statement of the Affairs of the Company is published in conformity with a Provision of its Charter:

#329,660 89 Premiums on Policies not marked off Nov. 1, 1860..... 260,322 38 **\$**588,983 **2**7 Leave Dever at 9 A. M. and 6.10 P. M.
Leave Dever at 9 A. M. and 6.10 P. M.
Leave New Castle at 11 A. M. and 8.10 P. M.
Leave Chester at 8.20 A. M., 12.15, 4.50, and 9.30 P. M.
Leave Baltimora for Ballabury and Intermediate stations
4.5.20 and 7 P. M.; for Dover and intermediate stations
1.05 P. M. Interest, Salvage, &c., during 59,222 60 Leave Cheeter at 3.45 A. M., 12.05 and 11.20 P. M. Leave Wilmington at 4.30 A. M., 9.26 A. M., 12.35 P., and 13. A. M.
FREIGHT TRAIN, with Passenger Car attached, will run as follows:
Leave Philadelphia for Perryville and intermediate aces at 5.10 P. M.
Leave Wilmington for Perryville and intermediate aces at 7.10 P. M.
Leave Baltimore for Havre de Grace and intermediate \$449,297 8 LOSSES, EXPENSES, &c. Marine and Inland Navigation

Losses. \$172,831 29

Fire Losses. 33,108 71

Return Premiums. 56,474 39

\$319,676 49 ASSETS OF THE COMPANY NOVEMBER 1, 1861. \$129,621 33 123,050 Philadelphia City six per cent. 119,448 17 20,000 Pennsylvania Railroad 1st Mort-gage six per cent. Bonds. 50,000 Pennsylvania Railroad 21 Mort-gage six per cent Bonds. 15,000 300 shares Stock Germantown Gas 24.075 0 20,000 00 46,130 83 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. 14,587 50

 Return Premiums
 56,474
 39

 Reassurances, Agency Charges,
 36,774
 72

 Advartiaing, &c.
 96,774
 72

 Expenses, Salaries, Rent, &c.
 20,487
 38

the Company
Scrip and Stock of sundry Insurance and
other Companies, \$11,843 estimated value.
Cash on hand—in Banks. ... \$51,098 03
"in Drawer..... 517 33 51,615 3 S869,126 37

NOYEMBER 13, 1801.

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-Y-PIVE 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.

Bonds and Morigages.
Real Estate

Balances due at Agencies, Premiums on Ma-rine Policies, Interest, and other debts due the Company

ifter the 30th instant.

• No certificates of profits issued under \$25. DIRECTORS. TORS.
Samuel E. Stokes,
J. F. Peniston,
Henry Sloan,
Edward Darlington,
H. Jones Brooke, William Martin, Edmund A. Souder, Theophilus Paulding, John R. Penrose, John R. Pennose,
John C. Davis,
Jemes Traquair,
William Eyre, Jr.,
James C. Hand,
William C. Ludwig,
Joseph H. Seal,
Dr. R. M. Huston.
George C. Leiper,
Hugh Craig,
Charles Kelly, Spencer McIlvaine, Thomas C. Hand, Behert Burton Robert Burton,
Jaceb P. Jones,
James B. McFarland,
Joshua P. Eyre,
John B. Semple, Pittsburg
D. T. Morgan,
A. B. Berger.
" A. B. Berger, "WILLIAM MARTIN, President.
THOS. C. HAND, Vice President.

HERRY LYLBURN, Secretary. FIRE INSURANCE. MECHANIOS' INSURANCE.

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

DIRECTORS,

William Morgan.

Bohert Flankan.

William Morgan, Bobert Flanigan,
Michael McGeoy,
Edward McGeovern,
Thomas B. McCormick,
John Bromley,
Francis Falls,
John Cassady,
Bernard H. Hulsemann,
Charles Clare,
Michael Cahill.
CUS COODERS President. Whitam morgan,
Francis Cooper,
George L. Dougherty,
James Martin,
James Duross,
Matthew McAleer,
Bernard Rafferty,
Thomas J. Hemphill, Thomas Fisher, Francis McManus, FRANCIS COOPER, Pres BERNARD BAFFERTY, Socrotary. THE RELIANCE

MUTUAL INSUBANCE COMPANY, OF PHILADELPHIA.
OFFICE No. 805 WALNUT STREET,
Insures against LOSS OR DAMAGE BY FIRE, on
Houses, Stores, and other buildings, limited chandise, in town or

COUNTY,

CASH GAPITAL, \$231,110.00—ASSETS \$317,142.04,

Which is invested as follows, viz: 5,000 00 nortgage loan, at par..... nnsylvania Railroad Co.'s 6 per cent, se-Pennsylvania Railroad Co.'s 6 per cent, second mortgage loan, (830,000)...

Eintingdon and Broad Top Railroad and
Canal Co.'s mortgage loan
Ground rent, first-class...

Collateral loans, well secured...

City of Philadelphia 6 per cent loan...

Allegheny County 6 per cent. Pa. RR. loan,
Commercial Bank stock...

Without Their trick. Machanica' Bank stock Pennsylvania Railroad Co.'s stock The Reliance Mutual Insurance Co The County Fire Insurance Co.'s stock... The Deleware M. S. Insurance Co.'s stock

Cash on hand..... \$817,142 04 The Mutual principle, combined with the security a Stock Capital, entitles the insured to participate in transfer promptly adjusted and paid.

Leases promptly adjusted and paid.

DIRECTORS.

(Here, Tingles.

Usem Tinglay,
William R. Thompson,
Frederick Brown,
William Stevenson,
John B. Worrell,
E. Li. Carson,
G. D. Rosengarten,
Charles S. Wood,
James S. Wood,
James S. Woodward,
B. M. HIECHMAN, Secretary,
February 16, 1891.

DENN

Samuel Higham,
Robert Steen,
William Musser,
William Musser,
Beni W. Tingley,
Morshall Hill,
J. Johnson Brown,
Charles Leland,
Jacob T. Bunting,
John Bissell, Pittaburg.

OLEM TINGLEY, President. DENN MUTUAL LIFE INSU-BANCE COMPANY, No. 921 CHESTNUT Street, Philadelphia. CHARTER PERPETUAL.

CHARTES PERFETUAL.

ALL THE PROFITS DIVIDED AMONG THE INSURED.

Insure Lives for short terms or for the whole term of Hies,
"great Anneties and Endowments; purchase Life Interests in Real Estate, and make all contracts depending other route.

For further information apply at the Passenger Station, Southeast corner of Eleventh and Market streets.

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

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

DANIEL L. MILLEB, President. SAMUEL E. STOKES, Vice President. JOHN W. HORNOR, Secretary. THE INSURANCE EXCLUSIVE-T LY.—The PENNSYLVANIA FIBE INSURANCE COMPANY. Incorporated 1825. CHABTER PERPETUAL. No. 510 WALNUT Street, opposite Independ-PETUAL. Roles was a series and the community for thirty-six years, continues to insure against Loss or Danage 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 of loss. DIRECTORS. Jonathan Patterson, Quintin Campbell, Alexander Benson, Wilkum Montelius, Thomas Smith.

JONATHAN PATTERSON, President. INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA—OFFICE Nos. 4 and 5 EXCHANGE BUILDINGS, North side of WAL-NUT Street, between DOCK and THIED Streets, Philadelphia INCORPORATED in 1794—CHARTER PERPETUAL. CAPITAL, 8200,000.
PROPERTIES OF THE COMPANY, FEBRUARY
1, 1861, 8507,004.61.
MARINE, FIRE, AND INLAND TRANSPORTA-

DIRECTORS. DIRECTORS.

Henry D. Sherrerd,
Oharles Macalester,
William S. Smith,
John B. Budd,
William R. White,
George H. Stuart,
HENRY D. SHERRERD, President.
WILLIAM HARPER, Secretary.

THE ENTERPRISE

INSURANCE COMPANY OF PHILADELPHIA. OMPANY'S BUILDING, S. W. COBNER FOURTH AND WALNUT STREETS. F. Batchford Starr,
William McKee,
Halbro Trazier,
John M. Awood,
Poni F. Bradial Geo. H. Stuart, John H. Brown, B. A. Fahnestock, Henry Wharton,
F. BATCHFORD STARR, President.

CHARLES W. COLE. Secretary

Fig. 1. L. Erringer.

F. BATCHFORD STARR, President. A MERICAN FIRE INSURANCE PERPETUAL. No. 810 WALNUT Street, above Third,

Philadelphia.

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

DIRECTORS.

Thomas B. Maris. Thomas B. Maris,
John Welsh,
Samuel C. Morton,
Patrick Brady,
John T. Lewis,
THOMAS B. MARIS, President. EXCHANGE INSURANCE COM-

October S0, 1861.

PHILADELPHIA

AND BEADING BAILBOAD

CO., (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, six, nine, and twelve months, not transferable.

Beason school-tickets may also be had at 38 per cent. discount.

These tickets will be sold by the Treasurer at No. 277 South FOURTH Street, where any further information can be obtained.

B. BRADFORD.

Treasurer. PANY—Office, No. 409 WALNUT Street.
Fire Insurance on Houses, and Merchandise generally,
on favorable terms, either Limited or Perpetual.
DIRECTORS. Jeremiah Bonsali,
John Q. Ginnodo,
Edward B. Bobertz,
Samuel D. Smedley,
Bouben C. Hale,
John J. Griffiths.
JEREMIAH BONSALL, President.
JOHN Q. GINNODO, Vice Fresidant.
RIGHARD COE, Secretary.

SALES BY AUCTION. WINTER AR-PHIA, WILMINGTON, AND BALTIMORE BAIL-BOAD. FURNESS, BRINLEY, & CO., SALE OF FRENCH DRY GOODS.
On Friday Morning,
December 6, at 10 o'clock, by catalogue, for cash—
400 lots of fance, and staple French dry goods, comprising a general assortment for present sales. PASSENGER TRAINS LEAVE PHILADELPHIA: For Baltimore at 3.30 A. M., 8.15 A. M., 11.35 A. M., (Express). and 10.50 P. M. Express. and 10.50 P. M. For Chaster at 8.16 A. M., 11.35 A. M., 3.45 and 10.50

RAILROAD LINES

On and after MONDAY, NOV. 18, 1861,

TRAINS FOR BALTIMORE.

ations at 9 A. M. ON SUNDAYS ONLY:

At 10.50 from Philadelphia to Baltimore.

At 7 from Baltimore to Philadelphia. se28-tf S. M. FELTON, President

NORTH PENNSYL-

eave Doylestown at 6.30 A. M. and 3.20 P. M.

1861.

At 6 A. M., via Camden and Amboy, C. and A. Ac-

Accommodation). 2 25
At 94 A. M., via Kensington and Jersey City, Morning Mail

Valnut-street wharf.
For Palmyra, Riverton, Delanco, Beverly, Burling-on, Florence, Bordentown, &c., at 12%, 1, 5, and 5%

cept by special contract.

WM. H. GATZMER, Agent.

THE PENNSYLVANIA CENTRAL

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

THERE THROUGH PASSENGER TRAINS
BETWEEN PHILADELPHIA AND PITTSBURG.
CORRECTION direct & Philadelphia with Through Trains

Connecting direct at Philadelphia with Through Trains from Boston, New York, and all points East, and in the Union. Depot at Pitteburg with Through Trains to and from all points in the West, Northwest, and Southwest— thus furnishing facilities for transportation of Passen-

gers unsurpassed for speed and comfort by any other

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

Smoking Cars are attached to each Train. Woods

adding much to the safety of travellers.

Smoking Cars are attached to each Train; Woodruff's Steeping Cars to Express and Fast Trains. The
EXPRESS BUNS DAILY: Mail and Fast Lines Sun-

Fast Line " 11,39 A. M.
Express train leaves " 10,50 F. M.
Parkesburg Accommodation 12,50 F. M.
Harrisburg " 2,30 F. M.
Lancaster " 4,00 P. M.

Harrisoung Lancaster "Accommodation at 12.00 F. M., its Parkesburg Accommodation at 12.00 F. M., and the Lancaster Accommodation at 4 P. M.

Barrisoung "Accommodation at 4 P. M.

Barrisoung for Sunbury, Williamsport, Elmira, Buffragars for Sunbury, Williamsport, Elmira, Buffragars, Buffrag

riminelphia at 0.00 A. M., and 2.00 F. M., go directly through.

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

Fare always as low, and time as quick, as by any

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 Bailroad Companies.

Jomponics.

NO Be particular to mark packages (1 via Pennsylva-nia Bailroad."

nia 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:

P. A. Stewart, Pittsburg.:

H. S. Fierce & Co., Zonceville, U., J. J. Johnson, Elipley, O.; B. McNeely, Maysville, K.y.; Ormsby & Cropper, Portzmouth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athern & Hibbert, Cincinnati, O; B. O. Meldrum, Madison, Ind.; J. St. E. Maske, Lonisville, K.y.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, III.; R. F. Saus, Shaler & Glass, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Unicago, III.; W. H. H. Koonts, Alton, III.; or to Freight Agents of Railroads at different points in the West.

B. B. KINGSTON, Jr., Philadelphia.

MAGRAW & KOONS, 80 North street, Baltimore.

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

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

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

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

E. LEWIS, Gen'l Sup't, Altoons, Pa. ja8-ly

PHILADELPHIA

PHILADELPHIA

PHILADELPHIA

PASSENGER TRAINS FOB POTTSYILLE, BEADING, and HABRISBURG, on and after November 4, 1861.

MORNING LINES, DAILY, (Sundays excepted.)

Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill streets,) at 8 A. M., connecting at Harrisburg with the PERNSYLVANIA

RAILBOAD 4.15 P. M. train, running to Pittsburg; the
CUMBERLAND VALLEY 1.50 P. M. train running to
Chambersburg, Carlisle, &c.; and the NORTHERN
CENTRAL RAILROAD 1.20 P. M. train running to Sunsbury, &c.

AFTERNOON LINES.

28)
58 | Philadelphia and Beading
86 | and Lebanon Valley B. B

Northern Central

Sunbury and Eric R. B.

Williamsport and Elmira Bailroad.

To Phœnixville...... Reading..... Lebanon

Harrisburg......112 Dauphin......124 Millersburg......142 Treverton Junction. 158 Runburg

Milton

engers for Sunbury, Williamsport, Elmirs, Bur-Niagara Falls, and intermediate points, leaving elphia at 8.00 A. M. and 2.30 P. M., go directly

days excepted.

Mail Train leaves Philadelphia at 8.06 A. M.

RAILROAD, 250 MILES DOUBLE TRACK.

re for Havre de Grace and intermediate

100 PIECES FRENCH COLORED AND BLACK MERINOES. FOF Unester at 8.16 A. M.; 11.00 A. M.; 8.40 and 10.50 P. M.

For Wilmington at 3.30 A. M., 8.16 A. M.; 11.36 A. M., 8.45 and 10.50 P. M.

For New Castle at 8.16 A. M. and 3.45 P. M.

For Dover at 8.16 A. M. and 3.45 P. M.

For Salisbury at 8.16 A. M.

TRAINS FOR PHILADELPHIA:

Leave Baltimore at 8.30 A. M. (Express), 1.05 P. M.

(Express), 5.20, and 7 P. M. (Express), 1.05 P. M.

Leave Wilmington at 7.30 and 11.33 A. M., 4.15, 8.45, and 8.50 P. M.

Leave Milford at 4.56 P. M.

Leave Milford at 4.56 P. M.

Leave Milford at 4.56 P. M. On Friday Morning,
100 pieces 6-4 choice colored and black French in inces, fine to superfine. Also, 579 riparre and long wool shawls. — chemite and Berlin wool reversible shawls. — cartons Nos. 1% to 30 all silk black velvet ribbons

N. F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 GHESTNUT St. SALE CF EMEROIDERIES, RISBONS, FLOW-RRS, MILLINERY GOODS, STOCK GOODS, NO-TIONS, &c., by catalogue. On Wednesday Morning, December 4, commencing at 10 o'clock precisely. EMBROIDERIES. A line of most choice styles embroidered jaconet of and sets, flouncing, bands, waists, robes, &c. Also, ladios' black silk lace veils. LINEN CAMBRIC HANDKERCHIEFS. Also, Indies' 5-8 and gente' 9-4 plain and hemstitched inen cambric handkerchiefs. BIBBONS, FLOWERS, BONNET VELVETS. Also, choice styles bonnet ribbons, fine Paris artificial lowers, choice colors bonnet velvets, uncut velvets, &c.

UMBRELIAS, HOOP SKIRTS, &v.

Also, 50 cases gingham umbrellas, wide woven tape 100 p skirts, notions, stock goods, &c.

FURS—FURS.
Large Sale of Fancy Furs, for Ladies', Misses', and Children's Wear—Buffullo and Fancy Robes, &c.
On Thursday Morning,
Dec. 5th, commencing at 10 o'clock precisely. DHILIP FORD & CO., AUCTION-EERS, Nos. 525 MARKET and 522 COMMERCE

TOR BETHLEHEM, DOYLESTOWN, MAUCH GEUNE, HAZLETON, EASTON, ECKLEY, Le. WINTER ARRANGEMENT. WINTER ARRANGEMENT.
THREE THROUGH TRAINS.
On and after MONDAY, NOVEMBER 4, 1861, Passenger Trains will leave FRONT and WILLIOW Streets,
Philadelphia, daily, (Sundaya excepted.) as follows:
At 0.40 A. M., (Express,) for Bethlehem, Allentown,
Mauch Chuuk, Hazleton, &c.
At 2.45 P. M., (Express,) for Bethlehem, Easton, &c.
This train reaches Easton at 6 P. M., and makes a
close connection with the New Jersey Central for New
York. LARGE PEREMFTORY SALE OF BOOTS, SHOES, AND BROGANS.

AND BROGANS.

On Thursday Morbing,

Dec. 5, at 10 o'clock precisely, will be sold, by castalogue, 1,000 cases men's, beys', and youths' calf, kip, grain, and thick boots; calf, and kip brogans, Congress gatters, and Wellington boots, &c.; women's, missees', gud children's calf, kip, grain, and goat, double-soled boots. Also, a large assortment of first-class city-made goods and Balmoral boots. goods and Balmoral hoots.

Open for examination, with catalogues, early on the morning of sale. At 5.05 P. M., for Bethlehem, Allentown, Mauch Chunk, &c.
At 9 A. M. and 4 P. M., for Doylestowa.
At 6 P. M., for Fort Weshingtop.
The 6,49 A. M. Express Train makes close connection with the Lehigh Valley Railroad at Bethlehem, being the shortest and most desirable route to all points in the Lehigh coal region.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 7.07 A. M., 9.18 A. M., and 5.38 P. M.

shipping. WEEKLY COMMUNICATION BY STEAM BETWEEN NEW YORK AND LIVERPOOL, calling at QUEENS TOWN, (Ireland,) to land and embark passengers and 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
at 9.30 A. M.
Philadelphia for Doylestown at 4 P. M.
Doylestown for Philadelphia at 7 A. M.
Fort Washington for Philadelphia at 2.45 P. M.
Fare to Bethlehem.......8.5.0 | Fare to Mauch Chunk.82.60
Fare to Easton.........1.50 |
Through Tickets must be procured at the Ticket
Offices, at Williow Street, or BEEKS Street, in order
to secure the above rates of fare.
All Passenger Trains (except Sunday Trains) connect
at Berks street with the Fifth and Sixth streets, and Socond and Third-streets Passenger Bailroads, twenty minutes after leaving Willow street. despatches.

The Liverpool, New York, and Philadelphia Steamship Company's splendid Clyde-built iron screw steamships are intended to sail as follows: FROM NEW YORK FOR LIVERPOOL And every Saturday throughout the year, from PIES No. 44 N. B. RATES OF PASSAGE

ad and Third-streets resurred:
ites after leaving Willow street:
ELLIS OLABK, Agent. ARRANGEMENT OF NEW YORK LINES.
THE CANDEN AND AMBOY AND PHILADELPHIA AND TEENTON RAILBOAD OO'S
LINES FROM PHILADELPHIA TO NEW FROM WALNUT-STREET WHARP AND KERSINGTON DEPOT.

WILL LEAVE AS FOLLOWS—VIZ: FARE

Tower Buildings.
In Glasgow, to WM. INMAN,
13 Dixon street. LIVERPOOL, NEW AND PHILADELPHIA STEAMSHIP

COMPANY.

NOTICE TO PASSENGERS.

By order of the Secretary of State, all passenger y order of the Secretary of State, all passengers ing the United States are required to procure pass-se before going on board the steamer. 36-If JOHN G. DALE, Agent. THE BRITISH AND NORTH AMERICAN BOYAL MAIL STEAM-SHIPS. HIPS.
PASSPORTS.—All persons leaving the United States
ill require to have PASSPORTS from the authorities of
heir respective countries, countersigned by the Secretary

of State of Washington FROM NEW YORK TO LIVERPOOL.

The sinps from Boston can at Hailax and Cork Harbor.

PERSIA, Capt. Judkins.

ARABIA, Capt. Stone.

ASIA, Capt. E. G. Lott.

AUSTRALASIAN, NIAGARA, Capt. Moodie,

Capt. Cook. EUROPA, Capt. Moodie,

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

green on starboard bow; red on port bow.

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

ASIA, Lott, "N. York, Wednesday, Dec. 11.

AFRICA, Shannon, "N. York, Wednesday, Dec. 11.

AFRICA, Shannon, "Boston, Wednesday, Dec. 12.

EUROPA, Anderson, "Boston, Wednesday, Dec. 15.

EUROPA, Anderson, "Boston, Wednesday, Dec. 25.

Berths not secured until paid for. For Breehold at 6 A. M. and 2 P. M.
WAY LINES.
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
Welput the trube on, storence, portenown, ac., at 12%, 1, 5, and 6%.

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

For New York and Way Lines leaving Kensington Depot, take the care, 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. Sitty Pounds of Baggage, only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over 2fty 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.

Berths not secured until paid for.

An experienced Surgeon on board.
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 passes. 4 BOWLING GREEN, New York. RAILROAD LINES.

FALL AND WINTER ARRANGEMENT.—
PHILADELPHIA, GERMANTOWN, and NORBISTOWN BAILROAD.
TIME TABLE.
On and after Monday, October 28, 1861, until further notice.

FOR GERMANTOWN.
Leave Philadelphia, 6, 7, 8, 9, 10 05, 11, 12 A. M., 1, 2, 8, 4, 6, 6, 7, 8, 9, 10 ½, and 11½ P. M.
Leave Germantown, 6, 7, 7%, 8, 8%, 9%, 10%, 11%, A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9%, 11 P. M.
The 8% A. M. train from Germantown stops at Duy's 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.
OHESTNUT HILL BAILROAD.

Leave Philadelphia, 6, 0, 11, A. M., 2, 4, 6, 8, and 10% cave Chestnut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 3.40,

Leave Ohiestnut Hill, 7.50 A. M., 12.40, 5.40, and 9.10 FOR CONSHOHOCKEN AND NORBISTOWN. Leave Philadelphia, 6%, 9.05, 11.05 A. M., 1%, 8.05, %, 8.05, and 8.05 P. M.
Leave Norristown, 7, 8, 9, 11 A. M., 1%, 4%, and 6 ON SUNDAYS. Leave Philadelphia, 9 A. M., 3 P. M. Loave Norristown, 7 & A. M., 5 P. M. FOB MANAYUNE.

FOR MANAYUNK.
Leave Philadelphia, 6%, 9, 11 A. M., 1%, 3.05, 4%, 05, and 8.05 P. M. Leave Manayunk, 6%, 7%, 8%, 9%, 11% A. M., 2, 5, nd 6% P. M. und 6% P. M.

ON SUNDAYS.

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

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

H. K. SMITH, General Superintendent

oc28-tf Denot NINTH and GREEN Streets. ELMIRA ROUTE.—
PHILADELPHIA AND ELMI-BA RAILROAD.

QUICKEST BOUTE to Tamaqua, Catawissa, Rupert

WEST CHESTER

ROAD.

VIA MEDIA.

WINTER ARRANGEMENT.

On and after MONDAY, Nov. 25, 1861, the trains will leave PHILAPREPHIA, 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-FIRST and MARKET Streets, (West Phila-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 Baltroad for Concord, Kennett, Oxford, &c., &c. HENEY WOOD, no25-17 Superintendent WEST CHESTER

RAILBOAD TRAINS VIA PENNSYLVANIA RAILBOAD, leave depot, corner ELEVENTH and MARKET Streets, at 8 A. M., 12.30 ucon,
and 4 P. M. EXPRESS COMPANIES.

THE ADAMS EXPRESS COMPANY, Office \$20 CHESTNUT Street, forwards Parcols, Packages, Merchandise, Bank Notes, and Specie, oither by its own lines or in connection with other Express Companies, to all the principal Towns and Cities of the United States E. S. SANDFORD, General Superintendent. fel5

WASHINGTON, ALEXANDRIA, AND GEORGETOWN,
By Ericsson Line to Bultimore, and from thence by
Railroad to Bailroad to

WASHINGTON,

DAILY, AT 3 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 propaid, and the name and destination marked in full. Freight 35 cents por 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 Full and plants and Washington.

nol4-tde17*

A. GROYES, Jr., Agent,
No. 34 South Whirves. GUNNY BAGS-60 BALES FOR JAURETCH & CARSTAIRS, 202 South FRONT Street. CIRCULAR PRINTING, BEST and Cheapest in the City, at RINGWALT & BROWN'S, 34 South THIBD Second

SALES BY AUCTION. M. THOMAS & SONS,
Nos. 139 and 141 South FOURTH Street.
(Formerly Nos. 67 and 68.)

PUBLIC SALES REAL ESTATE AND STOCKS AT THE EXCHANGE, EVERY TUESDAY, at 1 o'clock noon, during the business sea BEAL ESTATE AT PRIVATE SAVE.

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

NINTH FALL SALE-DECEMBER 19. This will include—

1 share Academy of the Fine Arts.

Orphans' Court Sale—Estate of Charles Louis Ulmer, TWO-STORY BRICK DWELLING, No. 609 Green rest, west of Marshall.
FIRST-CLASS SUGAR REFINERY. FIRST-CLASS SUGAR REFINERY.

The extensive and valuable Sugar Zeitnery, No. 221
Vine street, recently occupied by Mesers. Eastwick Brothers, with all the machinery, &c.; in perfect order for 50,000 pounds per day, and room for storing 600 blods now angar and 3,000 bibs refined sugar. The outstanding notes of Mesers. Eastwick Brothers will be received in payment. See Landbills for full particulars.

VALUABLE GROUND-RENT OF 8720 A YEAR (12,000), secured on a lot of ground on which is errected a VALUABLE GROUND-RENT OF 3729 A YEAR (12,006), secured on a lot of ground on which is receted a five-story brick binding. Sanzon street, west of Kleventh-KORTH BROAD ST.—The large and valuable lot M. W. corner Broad and Tioga street, 100 by 177 feet, two valuable fronts.

PEREMPTORY SALE—FRANKLIN ST.—Modern RESIDENCE, with side yard, Franklin street, south of Green street. Immediate paraesion.

FACTORY PROPERTY.—The large Stone Linaced Oil Factory, with two steam engines and other extensive machinery, and large Lot, S. W. corner Willow and Factory streets, between Spruce and Pine street; lot 45% by 285 feet—3 fronts.

WOOL CUTTINGS,
This Morning,
At 10 o'clock, ut the Auction Store, 3,949 pounds blue cloth cuttings, 800 pounds red flannel, 1,709 pounds white flannel, 487 pounds Italian flannel.

Bale at Nos. 139 and 141 South Fourth Street.

SUPERIOR FURNITURE, FRENCH-PLATE MIR

BORS, PIANO-FORTES, BEDS AND BEDDING,

CHINA AND CLASSWARE, BRUSSELS AND

OTHER CARPETS, &c

On Thursday Marning.

At 9 o'clock, at the Auction Store, the superior furniture, plano-fortes, mirrors, Brussels and other carpets, &c., frcta families declining housekeeping, removed to the store tor convenience of sale. LARGE SALE OF SPLENDID ENGLISH ENGRAYINGS,
Chiefly Proof Impressions, recieved direct from London.
Also—A large collection of Beautiful Chromo Lithographs, comprising various interesting subjects.
On Friday Afternoon,
Dec. 6th, commencing at 4 o'clock, at the auction store, Nos. 139 and 141 South Fourth street, (up stairs,) will be sold without reserve, a consignment of choice and heantiful English Engravings, compilaing many interesting subjects by the best artists, recently received direct from London. Also, a collection of beautiful Chromo Lithographs.

**EFF Catalegues will be ready 2 days previous, and the engravings arranged for inspection. LARGE SALE OF SPLENDID ENGLISH EN-

MOSES NATHANS, AUCTIONEER AND COMMISSION MERCHANT, SOUTHORN STREET AT PRIVATE SALE. AT PRICES TO SUIT THE TIMES.

AT PRICES TO SUIT THE TIMES.

The following articles will be sold for less tran half the usual selling price:

Fine gold hunting-case, double-case, and louble-bondom English patent lever watches, of the most approved and beet makers; fine gold double-time English parent lever watches; independent seconds lever watches; fine gold double-time English parent lever watches; independent seconds lever watches; fine gold hunting-case, and open-face escapement lever and lepine watches; horizontal and duplex watches; silver hunting-case, double-case, and double-bottom English patent laver, sucapanent lever and lepine watches; silver hunting-case, double-case, and open-face silver watches; silver quartier and single-case watches; fine gold vest, neck, fob, and guard chalms; diamond finger-rings and breast-pins; sets of fine gold iewelry; gold breast-pins, car-rings, finger-rings, brooslets, pencil-cases, pens, and jeweiry of every description; guus, pistols, musical instruments, plano-fortes, and articles generally.

MONEY TO LOAN.

Money advanced liberally, for any length of time agreed upon, on gold and silver plate, diamonds, watches, jewelry, fewling-pieces, musical instruments, dry goets, clothing, groceries, hardware, cutlery, furniture, belding, fancy articles, and on all articles of value. CONSIGNMENTS AND OUT-DOOR SALES SOLI-CITED. Liberal cash advances made on all articles consign for sale. Personal attention given to all out-door sales. FITZPATRICK & BROS. AUCTIONERS, 604 CHESTNUT Street, above Sixth.

SALES EVERY EVENING,
At 7 o'clock, of books, stationery, and fancy goods watches, jeweiry, clocks, silver-plated ware, outlowy, paintings, musical instruments, &c.
Also, hosiery, dry goods, boots and shoes, and oper-chandise of every description.
DAY SALES
Every Monday, Wednesday, and Friday, at 14 o'clock A. M.
PRIVATE SALES. PRIVATE SALES. At private sale, several large consignments of watches and jewelry, books, stationery, silver-plated ware, outlery, fancy goods, &c., to which is solicited the attention of city and country merchants and others, Consignments solicited of all kinds of merchandies, to either public or private sales.

Liberal cash advances made on configuments.

Out-door sales promptly attended to

ST. NICHOLAS HOTEL,
BROADWAY, NEW YORK. Since the opening of this vast and commodious Hotel, n 1854, it has been the single endeavor of the proprietors o make it the most sumptuous, convenient, and comfort-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 taste approved; and the patronage which it has comm is a gratifying proof that their efforts have been appre-

mired to practise the most rigid economy, the under eigned

HAYE 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.

BUT-EM TREADWELLS, WHITCOMB, & CO. A CARD.—THE UNDERSIGNED, tate of the GIRARD HOUSE, Philadelphia, have leased, for a term of years, WILLARD'S HOTEL, in washington. They take this occasion to return to their old friends and customers many thanks for past 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.

WASHINGTON, July 16, 1861.

To meet the exigencies of the times, when all are re-

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

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

HENNESSY, VINE-YARD PRO-scietors, Bisquit, Tricoche & Co., Marcit, Pinst, and other approved brands of COGNAC BRANDY, for and other approved Brance of Sale, in bond and from store, by CANTWELL & KEFFER, CANTWELL & KEFFER, Bontheast corner GERMANTOWN Avenue and MASTER Street.

STUART'S PAISLEY MALT WHISKY.
Buchausn's Coal IIa Whisky,
Old Tom Gin, Old London Gin,
London Cardial Gin, Baltisn's Gin,
In bond and store.
CANTWELL & KEFFER, Southeast corner GERMANTOWN Avenus and MASTER Street. **TOUAVE CHAMPAGNE.—A new** brand—an excellent article. Imported and for sale at a price to suit the times, by CANTWELL & KEF-FER, southeast corner of GEBMANTOWN Avenue and MASTER Street RUDESHEIMER-BERG, LAUBENDIE HEIMER, and HOCKHEIMER WINE, in cases
of one dozen bottles each; warranted pure. Imported
and for anle low by CANTWELL & KEFFER, southcast corner GERMANTOWN Avenue and MASTER

ZIMMERMAN'S DRY CATAWBA ROCHELLE BRANDIES.—Pellevoia Usin, A. Seignette, and Alex. Seignette, in half-pipes, quarters and octaves, for sale, in bond, by JAURETOHE & CARSTAIRS, 202 and 204 South FRONT Street.

OLD LEAD—8 barrels just received per schooner Amalia, for sale by JAURETCHE & CARSTAIRS, 202 and 204 South FRONT Street. MAUHINERY AND IRON. PENN STEAM ENGINE

AND BOILER WORKS.—NEAFIRA

LEVY, PRACTICAL AND THEORETICAL RIGH
NEERS, MACHINISTS, BOILER. MAKERS, BRACKE
SMITHS, and FOUNDERS, having, for many years,
been in successful operation, and been exclusively ea
gaged in building and repairing Marine and River Ra
gines, high and low pressure, Iron Boyls, Water Tanks,

Fropellers, &co., &co., respectfully offer their services so

the public, as being fully prepared to contract for Ra
gines of all sizes, Marine, River, and Stationary, havin
sets of patterns of different sizes, are prepared to ear

guite orders with quick despatch. Every description at

Fation making made at the short-tast holds. High and

Low Pressure, Flue, Tubular, and Cylinder Roilers, of
the best Pennsylvania charcoal iron. Forgings, of all

sizes and kinds; Iron and Brass Coastings, of all de
scriptions, Soil Turning, Screw Cutting, and all other

work connected with the above business.

Drawings and Specifications for all work done at their

establishment, free of charge, and work guarantied.

The subscribers have ample wharf-dock room for re
pairs of boats, where they can lie in perfect safety, and

raising heavy or light weights.

JACOB C. NEAFIR,

JOHN P. LEVY,

LAMER Research PENN STEAM ENGINE

JOHN P. LEVY, BEACH and PALMER Streets. J. VANOMAN MERRICE, JOHN H. COPE, WILLIAM H. MERRICE, HARTLEY MERRICE, SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS, PHILADELFIIA.

MERRICK & SONS,

MERRICK & SONS,

MACHINISTS,

Manufacture High and Low Pressure Steam Enginess
for land, river, and marine service.

Boilers, Casometers, Tanke, Iron Boats, &c.; Castings of all kinds, either iron or brass.

Iron-Frame Roofs for Gas Works, Workshops, Regroad Stations. &c.

road Stations, &c.

Retorts and Gas Machinery of the latest and most Exercis and Gas machinery of the transfer and improved against and Plantation Machinery, such as Sugar, Saw, and Griet Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, &c.

Bole Agents for N. Billieux's Patent Sugar Boston Apparatus: Nosmyth's Patent Steam Hammer, and Appinwall & Wolsey's Patent Centrifugal Sugar Draining Machine. DRAIN PIPE.—STEAM-PRESSED

daring in large quantities.

FACTORY—SEVENTH and Germantown road.

S. A. HARBISOS,