The Erglish Iron-clad Steamer Warrior. [For The Press.] History teaches us that Great Britain has no friends among the countries of the world that refuse to trade with her. We are not likely to clothe ourselves in English cotton after the delivery of Messrs. Mason and Slidell, or submitting to any other demand that is forced upon us in our present position, and, therefore, it may be wise for us to inform ourselves thoroughly and immediately what preparations we should make for the future. The New York papers of Monday received per telegraph and publish the important information that a dress parade has taken place on board the steamer Pensacola at Washington, while they add the vitally momentous fact that Mrs. Ricketts was obliged to pay her own back-hire from Richmond to Norfolk; but we must devote our energies to the consideration of more important matters than these, if we intend, at any future day, to follow the eleventh commandment, of caring for our own affairs instead of allowing England to manage them

We are just now voting an appropriation to build twenty iron-clad steamers; but I have seen in no paper an account of what other countries have arrived at by their experiments, and, with your permission, I send you a few notes relative to the Warrior, that should be of interest to you readers. I name her particularly, as I had the pleasure of visiting every corner of her as she was about leaving the Thames on her first trial-trip, and because she is the best work yet turned out in the way of plated ships, although inferior to others just now commencing in the yards of England. The Gloire has certain advantages over the Warrior, but I shall only refer to her in connection with the superior craft, to point out those advantages, remarking, meanwhile, that the French ship is, as a whole, as inferior to the English, as the Glore is in turn superior to the wooden friestes of our own Davy.

The importance of all these matters to us as a nation must be my reason for addressing you somewhat at length on the subject. The Warrior was built by private contractors-Thames Iron Ship Building Company-and was launched the end of December of last your. Length over all, 420 feet; beam, 58 feet; depth, 41 feet; tonnage, 6.177 tons, builders' measurement. Engines, by Penn and Sons, are 1.250 horse power nominal; but their real power is little less than 6,000 horse! Each cylinder is 9 feet 4 inches diameter,* and the evaporation of 2,600 feet of water per hour is their requirement of food at full speed! Her main steam pipe is 2 feet 8 inch diameter, while her condensing is accomplished in two rooms, jointly measuring 15 feet long, 12 broad, and 9 feet high inside, to which a full sized man may obtain access, by passing through the steam pipe and passages of the slide valves ! pipe and passages of the slide varyes:

Her 40 furnaces heat 10 boilers, each containing 440 tubes, bolding 19 tons of water at working level. Weight of crank and pistous lifted each revolution is 13 tons, making 50 tons per hainute at full speed. Steam shaft is one piece malleable iron, 30 feet long and 20 inches diameter, with two cranks cut out of the solid! and is one of the worders of this great work. Her sprew is 24 feet. wonders of this great work. Her sorow is 24 feet diameter, weighing 18 tons, connected with the steam shaft by 120 feet of shatting, in lengths of 26 feet by 18 inches. Screw works on lignum vita bearings, instead of brass. We will now consider the remarkable feature o the ship, her iron build and iron casing, and I quote the official description of her, with some abbreviation. With no external keel, a series of keelsons take

With no external keel, a series of keelsons take its place for strength, to which are botted her ribs, measuring no less than 3 foet 6 inches deep by 14 inch thick, and only 22 inches apart below her water line, which figures sufficiently indicate her style of construction as regards frame. Orlop deck is of wood, main and upper decks of iron, cased with wood, all on wrought-iron beams. Her iron planking is wrought iron 11 inches to 1 inch thick. From 5 feet below her water line to her upper deck is added her adulting or armor of teak wood and is added her plating or armor of teak wood and iron, which consist of finest wrought iron four and a half inches thick, firmly belted to a bed of teak a Ray inches thick: Her places are of scrap-iron 16 feet long by 4 broad, and have sustained the test hereafter described herein. Her planking coming outside the armor, gives 55 inches of iron and 20 inches of teal for her defence. Total weight of Having described her strength, we now come to

plates is 1,000 tons. her weakness. Her two ends have no armor— it covering only 212 feet of her length, while the Gloirs is completely protected with plates; but, meanwhile, the larger ship is rendered comparatively safe at her ends by an arrangement of water-tight compartments, and her builders calculate that her central protected divisions are sufficient to float her in event of any disaster coming to her weaker parts; yet nothing but a few engage-ments will ever test this theory of her contractors. Now we report the wonder of wonders. Her builders turned her out as nearly invincible as a ship could be, when red-tapeism and the Admiralty insist upon putting a frigate's wooden masts into her, which are quite likely to bring her to grisf some fine day. She should have had only jury rigging, with iron masts, and the less the better. Now, a well delivered broadside may cover her and her screen with the wreck of three tall masts,

and her screen with the wreck of three tall masts, spairs, rigging, and all.

We now come to the armament of the "Warrior!" It is worthy of her! She carries, or probably will carry, two 200-pounders Armstrong; ten 100 pounder Armstrong; twenty-four 68-pounders. Her ports are constructed in such a manner as to require little more width than the actual size of the muzzle of the gun that occupies it. It was feared this would prevent escape of the smoke, but experience has proved that her broadside leaves less emoke than usual inboard.

The Warrior's trial trips proved her speed to be the outside that was anticipated, and this is the great thing that none of our ships are likely to great thing that none of our ships are likely to have if reports are true that we hear of their in-tended construction, and it is precisely what we must have if we hope to keep our navy at sea! must have if are hope to keep our naw at sea. This first-built iron-placed ship with full coul and stores, is good for fourteen knots in a sea-way, with steam alone, while she will, under certain circum"Under sail, she is a log—will neither wear, steer, nor stay! In fact, her mas's are useless, and may prove her ruin finally. I am unable to give her prove her ruin finally. I am unable to give her stowage for coal or consumption, but have been told she can carry ten days' supply, full s'eaming.

Finally, I must record the test that her armor is capable of sustaining. A target, representing a section of the Warrior's side, was created, at Shoeburyness, for practice at two hundred yards distance. After hammering at it with 100, 120, and 200-pounder bolts, without effect, the final discharge was from six guns simultaneously, throwing three 200 pound holts at one marked spot, and three of same at a second thank, on the target, and gun being loaded with sixteen pounds of powder

The effect of the whole would not have damaged the Warrior materially, as it was found the target was only purially lipiared in unimportant points. Volumes might be written of details in regard to to times might be written in regard to the ships building; but, meanwhile, we have enough here to teach us a lesson in our own yards. We must build for speed before all else, and, to gain that, we may safely dispense with half the weight in building. The Warrier is certainly far heavier than is necessary, judging from the test described above; but meanwhile, the exact description of iron best adapted for resistance to shot has only been discovered by experiments continued during two years in England, and that is one of the most important questions involved in the matter.

Finally, I may not that the English have now ready a sister ship to the Warrior in all particulars, named the Black Prince, while the Resistance and Defence, of 3.600 tons and 18 guns, are also trampleted, but are little better than failures, and the preserve when you reside of the Atlanta. and can never appear on our side of the Atlantic. The Hector and Valiant, also building, but not launched, more nearly approach the Warrior and Black Prince, while four new improved narriors, called Achilles, Minotane. Captain, and North-umberland, have been contracted for and commenoed, but will not be ready for eighteen months.
While we were "England's best customer," we were also "cousins," "brothers," allies," and many other endearing ties existed; but we will not wear English shirts in future, and shall no doubt receive in full measure the same quantity of insult and abuse that they have bestowed on the French during the past ten years, during which Napoleon has raised their fear and jealousy; that Russia receives periodically, as a petty local difficulty arises to encourage the hope that the is not in position suffer from white she remains a divided and un-maritime nation. Our turn is in the future; and

I hope your seaders will all read and ponder on Mr Donald McKay's letter in your number of today, and that we shall give all heed to what he says of future preparation. He is too much a wooden ship builder to fully value the merits, or say demerits, of his proposed wooden fleet, however, and is apparently not aware that the late experiments in England are illustrating the useless character of iron-plating for wooden ships, and that it is more than probable that the Royal Alfred, Royal Ook, Caledonia. and Triumph, named by him, will never be completed or launched.

Your obedient servant,

Venustras, 1861. Christmas, 1961. The Old School-House on the Creek. (DAS ALT SCHULBAUS AN DER KRICK.)

[Afree translation from the Pennsylvania Dutch.]

To-day, it is just twenty years Since I sought Sorthern lands, Now, living still, I come to seek The quaint old school-house on the creek, Near Arty's house that stan's. 'd any day forget them all For the school-house on the creek. He who forsakes the good of home, To every corner I have been Sweet home-joys here I always found Now, as I stand and gaze, Old scenes before my mem'ry wave— Old forms arise as from the grave— The ghosts of vanished days. The stream plays by just as of old,
When I too his thely played;
And where you elder shades the stream
The little sha stil gladly gle-an:
Time yet no change has made. Still stands the white-oak by the door, And thades the old roof-tree; A strange thing seems to me

The old grape-vine, ton still is green, And took! the evallow's nest yet seen! Over the fields the swallows play Their game of "first is best;" From gable end, so againt and old. A house of straw and dirt behold! That is a swallow's nest! There lie the young birds very still, In sleep all scattered round; Wait till some worm the parent brings; Then far their shrill; twitt'ring rings, Till distance hears the sound. Yes! all the scene is us it was When here a boy I ranged, Yet dearer things no more are here, And all must change and disappear I I too, myself, have changed. Like Ossian, by his desolate hall, I watch the clouds nit by, And half in jot, in sorrow half, My tears come trickling, yet I laugh, Your hearts can tell me why.

I used to go to this old school. When but an urchin small;
There was the master on his stool,
There was his switch, and there his rule,
I seem to see them all. The desks, the clothes-rings on the wall, The school-room's ample bound, And on this side the big gitts sat, The boys (not half so coy) on that-See how they peop around. The master's eye is on them now,
They'd bet or have a care;
That chap who writes the billets-doux,
And he whosa tricks the hoys amuse,
And you lad laughing there! For big and little, one and all, Are 'neath one equal rule, Which is most just, for who doth break That canon must a licking take, Or get turned out of school. Inside, around the cosy stove, Sit all the little chaps, They study very hard, you see, For who shall miss his A B C, His cars shall meet hard raps Uneasy are the benches high,
Which keep the feet from floor;
One's back feels often strained and sick,
In that old school house on the creek,
And just about right sore.

Poor little sculs. ah! there they sit; Just think! how ill at ease! It is no wonder, I declare! They learn so little, perched up there, On forms so high as these. With all the drawbacks, anyhow, It was a first-rate school; For pedagogne in unin you'd look Like ours—he's cyphered througa the book, And never skipped a rule.

Gross was he; yes! I can't deny, He flagged us all around ; et he most equal rules observed ; the felt the birch, the birch deserved Completely !- I'll be bound, At dinner time, when school was out,
We felt "so good" just then,
And some the flying ball did chase,
White some anused them in the race,
And some playeds idder men.

The beg girls swept the school room out, The boys hung round the spot, Pretending but to help about; But soon the master drove them out, The rules allowed it not. The girls did !! Capenhagan 11 play
On yonder sed, so freen,
But when the big girls crossed the ring, Why, then, (it was a curious thing,)
The big boys, too, "pitched in." Big boys did always big girls tag, And small ones always miss. How swiftly ran they up and down! And this you may depend upon! Who won did carnest kiss! On Christmas was the right good time, With memories gay 'tie blent; When we did bar the master out, From door and sill, will timbar stout: "Now, master! gifts present!" Then did he struggle mightily,
By force to burst within,
But while he knocked, 'neath door so stout, A written treaty we thrust out— Sign this! we'll let you in!

Then out the master launched his gifts, With she spish looks,—but he Chestants and apples, and much more, apread out our joyous eyes before; We swallowed them with glee. Oh! where are now my school-mates all.
Who studied here of yore? Ah! some have wandered far away, With some did fickle fortune play, And death took many more My heart is swelled with thankfalness Yet grief my voice makes thick, Could weep o'er memories of the past : And yet, a joy it brings at last, This school-house on the creek, Good bye! old school-house! echo's voice
"Good bye! Gnod bye!" calls back
Oh! school-house! school-house! must I go
And lakes you standing bondy so.
You school-house on the creek!

Of the school-house on the creek, PHILADELPHIA BOARD OF TRADE. EDMUND A. SOUDER, GEORGE L. BUZBY, COMMITTER OF THE MONTE.

Oh ye! who'll live when I am gone,

I beg, entreat you hear my prayer,

LETTER BAGS At the Merchants' Exchange, Philadelphia. SAILING OF THE OCEAN STEAMERS. FROM THE UNITED STATES.

SRUAL THE UNITED STATES.

SRIPS LEAVE POE DAY.

North Star. New York Aspinwall Jan 1

America. New York Liverpool. Jan 1

City of N York New York Liverpool. Jan 4

Nova Scotian. Portland Liverpool. Jan 4

Nova Scotian. Portland Liverpool. Jan 4

St Andrew. Naw York Chargow John Bell..... New York., Glass FROM EUROPE. SHIPS LEAVE FOR
St Andrew......Glasgow. New York.......
City New York. Liverpool. New York...... ova Scotian ... Liverpool Portland.. Hagara Liverpool Boston... ... Liverpool .. New York

MARINE INTELLIGENCE.

Brig J W Woodruff, Robinson, 3 days from St John, N B, with laths to Wm C Lloyd—vessel to J R Bagley. Setter John Stockham Rubook from Great Eog Harbor.
Schr Black Diamond, Young, from Port Morris, in ballast to R Hare Powell.
Schr Mary Ann Magee, Magee, from Boston, in ballast to John R Blakiston.
Schr Sarah A Boice, Boice, from Boston, in ballast to anythin

OLEARED. Steamship Kensington, Baker, Boston, H Winsor. Brig H D Ruggles, Fernon, Barbadoes, E A Souder Schr Alida, Cutler, Kingston, Ja, E A Souder & Co. Schr John Stroup, Lake, Sagua la Grande, D S Stets & Co. Schr P N Rickards, Joy, Jamaica, D N Wetzlar & Co Schr M R Carliste, Ryder, Fort Monroe, Tyler, Stog

& Co.
Schr Mary Wood, Field, New York, A Boyd.
Schr Black Diamond, Young, Providence, R Hare cowen.

Schr Geo Edward, Weeks, Boston, E R Sawyer & Co.
Schr M A Magce, Magce, Boston, J R Blakiston.

Schr Mine Law, Amesbury, Boston, do.
Schr D W Eldridge, Ogden, St Barts, Jauretche & Schr J D McCarthy, Smith, Ship Island, Tyler, Stone & Co. Schr Belle Conway, Delany, Baltimore, Alex G Cattell

Schr Beile Conway, Delany, Baltimore, Alex G Cattell & Co.
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Schr BF Reeves, Carman, do
Steamer S Seymour, Room, Alexandria, &c. Thomas F Reeves, Carman, do do. S Seymour, Room, Alexandria, &c, Thomas Webster, Jr.
Steamer E Chamberlain, Shaw, Washington, T Webster, Jr. Steamer J S Shriver, Dennis, Baltimore, A Groves, Jr. Barge J Buneby, Washington, T Webster, Jr. (Correspondence of the Philadelphia Exchange.) LEWES, Del. Dec 28.

Correspondence LEWES, Del. Dec 28.

The ships Tuscarora, for Liverpool, and Philadelphia, for Glasgew, went to sea yesterday. The British ship Admiral, from Liverpool, with salt, which was captured on the 17th inst while attempting to run the blockade off Savannah, is at auchor in the roadstead, awaiting a tug to tow her up to Philadelphia. Wind N.W.

Yours, &c.,

JOHN P. MARSHALL. MEMORANDA.
Steamship City of Washington, Brooks, cleared at New York 28th inst for Liverpool.
Slip Mary Robinson, McCleave, cleared at New York
27th inst for San Francisco.

San Francisco.
Ship Morning Light, Thomas, from Cardiff for San Francisco, at Valparaiso 18th ult.
Ship Charger, Hatch, from San Francisco for Hong Kong, at Honolulu 19th October, and sailed again 23d.
Ship Moonlight, Breck, at Honolulu 24th October, from San Francisco, and sailed next day for Hong Kong.
Ship E H Yarrington. Gorham, for Boston, was at Messina 20th ult.
Ship Swordish, Crandell, from San Francisco for Hong Kong, at Honolulu 7th ult, and sailed again same day.
Ship Margaret & Eliza, Jellison, from Shanghai, at Hong Kong 12th Oct. to load for Sydney. NSW.
Bark Essex, Ray, cleared at Palermo 28th ult for Philadelphia. Philadelphia.

Bark Comet, Smith, at Honolulu 27th October, from San Francisco. Park Hugh Birckhead, Dennett, salled from Palta 21st ult for Guyaquil. ult for Guyaquii.

Bark Modena, Ryder, from Boston, at Gibraltar 20th
ult, and sailed 5th inst for Marseilles.

Brig Raglet, Terry, from New York, at Gibraltar 30th Brig Kodiac, Peterson, for Philadelphia or New York, was at Messina 20th ult. Brig Julia Ford, Lovett, sailed from Messina 29th ult for Philadelphia.

ult, and remained 6th inst. disch-Brig Julia Ford, Lovett, sailed from Messina 29th ult for Philadelphia. Brig Timandra, Turnau, from San Francisco for Japan, at Honolulu 25th October, and sailed again 29th. Brig Wm Creevy, Deakyne, at Salina 11th ult from Galatz. Schr Hiawatha, Disney, hence, at Boston 28th inst.
Schr B Watson, Willeby, undertain, was at Palermo 28th ult. Schrs Carthagena, Kelly, and H Staples, Gibbs, hence, at New Bedford 25th inst. Schr Marian, Jordan, from Millville, at New York 28th Schr Josephine & Edwin, Connelly, hence, at Baltimore 2011 inst.
Schr Thos Borden, Wrightington, from Fall River for
Philadelphia, at New York 28th inst.
Schr Pathway, Comston, cleared at Baltimore 29th
inst for Philadelphia.

Schr S W Ponder, Atkins, cleared at New York 28th inst for Milton, Del. Schrs Eliza & Rebecca, Price, hence for Boston, and M Van Dusen, Ireland, hence for Norwich, at New York HENNESSY, VINE-YARD PROth inst. Schrs Searsville, Sears, at Gibraltar 6th inst from New ork. Schr Paradise, Berry, cleared at Halifax, NS, 18th inst

Schr Paradise, Berry, cleared at Halifax, NS, 18th inst for Philadelphia.

Schrs Paradise, Berry, cleared at Halifax, NS, 18th inst for Philadelphia, and Isaac Anderson, Hemingway, hence, at New Haven 25th and 20th inst.

Schrs M F Webb and James Buckaloo, for Philadelphia; Mayr Emma, for Trenton, and S T Garrison, for Care May, cleared at New Haven 26th inst.

Schr Genoa, Robbins, from Elizabethport for Boston, with coal, struck on Wood's End, Provincetown, 23d, and floated off and sunk; will be a total loss.

The schr which went ashore on Race Point, Cape Cod, hight of 20th inst, was the Susan Friend, (hot Susan,) of Bluebill, from Philadelphia for Boston.

Schr Adelaide, Smith, from Boston, of and for Ellsworth, in bullast, broke redder and went ashore near ow's Head, in the storn of 23d inst, where she now lies badly damaged and full of water.

The Confederate privaters schooner Beauregard wes sold at Key West on the 10th inst for \$4,060.

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tion of this volume.

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from SIX TO TEN DOSES.

"B. KEITH, M. D."

Amer. Jour. of Med. Science.
Price \$1 per box; six boxes for \$5. Sent by mail.
Bold only by S. C. UPHAM, 310 CHESTNUT Street,
sole agent for Philadelphia. Trade supplied.

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WINES AND LIQUORS. DURK 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 lequifying for the
above wine at CANTWELL & KEFFER'S,
Southeast corner GERMANTOWN Avenue
and MASTER Street. and other approved brands of OUUMAO sale, in bond and from store, by

OANTWELL & KEFFER,

OANTWELL & KEFFER, oved brands of COGNAC BRANDY, for

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

HEIMER, and HOCKHEIMER WINE, in cases of one sozen buttles each; warranted pure. Imported and for sale low by CANTWELL & KEFFER, southeast corner GERMANTOWN Avenue and MASTER Street. ZIMMERMAN'S DRY CATAWBA
WINE...This approved brand of Ginemnati wine,
the best article out for "cobblers," for sale pure, bottled and in cases, by CANTWELL & KEFFER, southeast corner GERMANTOWN Avenue and MASTER
Street: se24-6m

OFFICE OF ASST. Q. M. U. S. A.
—FORT MONROE, VA., December 24, 1861.

Bealed proposals will be received at this office until 12 o'clock, at noon, on the TENTH DAY OF JANUARY NEXT, for furnishing two Steam Fire Engines for this post. Each to have an \$\(9\), or 10-inch Cary's Rotary Pump, or other pump of equal capacity, with suction hose, (length and diameter to be named,) and afficient number of discharge pipes; also, tender for fact, and hose red to accommodute bot fact of hose of usual size. Proposals will also state price per foot for suction hose of same size as that with engine, from 50 to 75 feet additional be ing required with each, with all nucessary connections; also, for 500 feet of India rubber delivery hose of the requisite strength, with 2½ inch connections. Bilders will state, in detail, the capacity of each 8, 9, or 10-inch pump for drawing and discharging water under different lengths of suction and discharge hose; time required to get up a sufficient head of stam for effective work, and such other information as will enable this Department to decide upon the bids. Separate proposals will be received for these not house and feet of India rubber delivery hose if desired. Price in each case to include delivery a this post in full and complete working order. Bidders will also state when they can execute their proposals.

(Signed)

their proposals. (Signed) de28-tja10 GRIER TALLMADGE, A. Q. M. SEALED PROPOSALS ARE IN-No vited till the 10th day of JANUARY, 1962, at 12 o'clock M., for supplying the Government with BEES CATTLE. The Cattle to be delivered at Harrisburg, CATTLE. The Cattle to be delivered at Harrisburg, Chambersburg, or York, Pa., as soon after the 15th day of March, 1862, as the Government may direct. The Government will receive under this contract 4,000 head, and reserve the right to call for any additional number up to 10,000.

Each lot of Cattle delivered shell average at least 1,300 pounds gross weight; and no animal will be received which weights less than 1,000 pounds gross weight. Covernment reserves to itself the right to pay in Treasury noise, and to reject any bid for any cause. No bid will be entertained unless the bidder is present to respend.

spand.
The bids to be directed to Major A. RECKWITH, C. S. U. S. A., Washington, D. C., and endorsed "Proposals for Beef." **QEALED PROPOSALS, UNTIL THE**

O 30th December, 1861, are invited for furnishing the United States Subsistence Department with FLOUR, About 12,000 barrels will be required, of a high grade of extra Flour, to be delivered in Washington, at the Railroad Depot, or at Warehouses in Washington or Georgetown, some time between the 1st and 10th of January, 1862. ary, 1862.

Each barrel of the Flour to be inspected just before it a received. The Flour must be equal in quality to the samples to be obtained at the Capitol Bakery, Washington city.

Bids to be directed to Major A. BECKWITH, C. S.
U. S. A., and endorsed "Proposals."

da21 120 T ITHOGRAPHIC WORK .- Sealed ITHOGRAPHIC WORK.—Sealed
Proposals will be received by the Senate Committee on Printing, until 10th January, for Lithographing and Printing the Maps, Charts, and Diagrams which accompany the documents from the Departments communicated with the annual Message of the Prosident to Congress, to be executed in the very best manuer.

No bids received except from persons carrying on the Lithographic business.

For particulars, apply at the office of the Superintendent of Public Printing, where the work to be done can be examined.

JOHN D. DEFREES, de28-3t
Superintendent Public Printing.

OFFICE ARMY CLOTHING AND EQUIPAGE, N. E. corner TWELFIH and PROPOSALS.—Proposals will be received at this office until SATURDAY, Jan. 3, 1862, to furnish for the Schuylkill Arsenal
ONE SUCTION FIRE ENGINE. Bidders are requested to state the price and size, and where the engine can be inspected. G. H. CROSM AN. Dep. Q. M. Gen, U. S. A.

LEGAL. TYNITED STATES, EASTERN DIS-TRICT OF PENNSYLVANIA. SCT.
THE PRESIDENT OF THE UNITED STATES,
TO THE MARSHAL OF THE EASTERN DISTRICT
OF PENNSYLVANIA, Greeting:
WHEREAS, The District Court of the United States in

Wiereas, The District Court of the United Statas in and for the Eastern District of Pennsylvania, rigitly and dury proceeding on a Libel, filed in the name of the United States of America, hath decreed all persons in seneral who have, of grettend to have, any wight, title, ar interest in the schooner E. WATERMAN, whereof SAMUEL HARRIS is master, her tackle, apparel, and furniture, and the goods, wares, and merchandiss laden on said schooner, captured as Prize while aground on Tybes Lsland, and brought into this port to he manished, cited, and called to judgment, at the time and place underwritten, and to the effect hereafter expressed, justice so requiring. You are therefore charged and strictly enjoined and commanded that you omit not, but that by publishing these presents in at least two of the daily newspapers printed and published in the city of Philadelphia, and in the Legal Intelligencer, you do monish and cite, or cause to be monished and cited, persons in general who have, or pretend remptorily, all persons in general who have, or pretend to have, any right, title, or interest in the saud schooner E. WATERMAN, her tackle, apparel, and furniture, and the goods, wares, and merchandise laden thereon, to appear before the Honorable JOHN CADWALA-DER, the Judge of the said Court, at the DISTRICT COURT ROOM, in the city of Philadelphia, on the TWENTIETH day after publication of these presents, if it be a court day, or else on the next court day following, between the usual hours of heating causes, then and there to show, or allege, in due form of law, a reasonable and lawful excuse, if any they have, why the said schooner E. WATERMAN, her tackle, apparel, and furniture, and the goods, wares, and merchandise laden thereon, should not be pronounced to belong, at the time of the capture of the same, to the onemies of the United States, and, as goods of their enemies or otherwise, liable and subject to condemnation, to be adjudged and condemned as good and lawful prizes; and further to do and receive in this behalf as to justice shall apparts in. And that you duly intimate, or cause to be intimated, that if they shall not appear and the time and place above mentioned, or appear and shall not show a reasonable and lawful cause to the contrary, then said District Court doth intend and will proceed to adjudication on the said capture, and may pronounce that the said schooner E. WA TERMAN, her tackle, apparel, and furniture, and the goods, wares, and merchandise laden thereon, did belong, at the time of the capture of the same, to the enemies of the United States of America, and as goods of their enemies or otherwise, liable and subject to confiscation and condemnation, to be adjudged and condemned as lawful piles, the abscuce, or rather continuery of the prayers of otherwise, liable and subject to confiscation and condemnation, to be adjudged and condemned as lawful piles, the abscuce, or rather continuery of the prayers of the further of the said District Court what you shall do in the premises, togethe

sixth year of the Independence of the said United State. de28-3t G. R. FOX, Clerk District Court. INSTATE OF GEO. W. FARNUM, Latters of Administration upon the Estate of GEORGE W. FARNUM, deceased, having been granted to the undersigned by the Begister of Wills, for the city and county of Philadelphia, all persons indebted to said Estate will please make payment, and those having claims present them to JAMES EDWARD FARNUM, Administrator, No. 36 South FRONT Street. de9-m6t NOTICE.—LETTERS TESTA MENTARY to the Estate of LEWIS B. TAY-LOB, deceased, having been granted to the undersegned, all persons having claims against said Estate are re-quested to present them for settlement, and those in-

quested to present them for schweizer, and shoop indebted to make payment to
GEORGE W. TAYLOR,
SAMUEL L CREUTZBORG,
or BICHARD R. DUTTON, Executors,
deg.m6t* S. E. cor. of FIFTH and MARKET Sis. IN THE ORPHANS' COURT FOR THE COUNTY OF PHILADELPHIA.
Estate of PHILIP ENTREER, deceased.

Estate of FHILLP ENINGER, deceased.

The auditor appointed by the Court to audit, settle, and adjust the account of ANN ENINGER and REUBEN MILLER, executors of the last will and testament of PHILLP ENINGER, deceased, and to make distribution of the balance in the hands of the accountants, will meet the parties interested for the purposes of his apprintment on TUESDAY, January 7, 1862, at four o'clock P. M., at Arbitration Rooms, Washington Buildings, 274 South THIRD Street, Philadelphis.

† \$\frac{1}{2}\frac{1}{2}\frac{1}{2}\text{-wfm}\frac{5}{

MARSHAL'S SALES. MARSHAL'S SALE.—By virtue of DER, Judge of the District Court of the United States, in and for the Eastern District of Pennsylvania, in Admiralty, to me directed, will be sold, at public sale, to the highest and best bidder, for ceeh, at CALLOWEILL-STREET WHARF, on WEDNESDAY, January 8th, 1862, at 12 o'clock M., the Schooner JAN JUAN, her tackle, apparel, and furniture, and the cargo laden on board thereof. The cargo consists of 2,400 bushels salt, sugar, molasses, &c.

WILLIAM MILLWARD, WILLIAM MILLWARD, U. S. Marshal, E. D. of Penn'a. Puiladelphia, December 26, 1861 de27-6t

CARD,—THE UNDERSIGNED,
late of the GIRARD HOUSE, Philadelphia, have
leased, for a term of years, WILLARD'S HOTEL, in
Washington. They take this occasion to return to their
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, OHADWICK, & CO.
WASHINGTON, July 16, 1861.

AU22-1y CARD,-THE UNDERSIGNED,

GENERAL ORDER. NAVY DEFARTMENT, December 23, 1861.
THE NAVY DEFARTMENT has a rendezvous for shipping men at each of the tollewing places:
Portsmouth, New Hampshire.
Boston and New Bedford, Massachusetts. New York. Philadelphia and Erie, Pennsylvania.

Baltimore, Meryland; and
Washington, District of Columbia,
Scamen, ordinary seamen, and landsmen who can pass
the usual surgeon's examination, by presenting thempslyes at the rendezvous nearest their residence, with an
official certificate from the city or town clerk signifying
that they are residents and have expressed a desire to
leave to enter the navy, will be received on the following
terms: erms: lst. An allowance of three cents per mile for travelling

\$31 27 The pay of petty officers averages \$20 to \$25 per month samen ordinary scamen landsmen nan will be allowed to take the benefit of this

niation who has not been four months at sen, or on the es or rivers. GIDEON WELLES, AMP SHADE MANUFACTORY
OF V. QUARRE,
Southeast corner of NINTH and AROH Streets,
Wholesale Establishment. Wholesale Establishment.

Retail Store, opposite, No. 831 ARCH Street,
For convenience of Ludy customers, who will find there
the most suitable article for a Christmas present.

no25-tde31

OLD LEAD—8 barrels just received per schooner Amalia, for sale by
JAURETCHE & CARSTAIRS,
202 and 204 South FRONT Street. OPPENHEIMER, MERCHAN-A OPPENHEIR DIS,

DISE BROKER in all branches of trade, and
manufacturer of every description of Army Goods, No.
48 South THIRD Street, west side, second story, Phila-CIRCULAR PRINTING, BEST BROWN'S, 34 South THIRD Street.

COMMISSION HOUSES, PROTHINGHAM & WELLS, 34 SOUTH FRONT AND 35 LETTING STREET. OFFER FOR SALE

BROWN AND BLEACHED SHEETINGS, SHIRTINGS, DRILLS, JEANS, SILECIAS, CANTON FLANNELS.

FROM THE MASSACHUSETTS, GREAT FALLS LACONIA, LYMAN, EVERETT. DWIGHT, CABOT, OHICOPEE, and Lowell, IPSWICH. BARTLET MILLS HAMPDEN

LIKEWISE, A FULL ASSORTMENT OF SHAWLS, BEAVER CLOTHS, TRICOTS, CASSIMERES, FLANNELS, TWEEDS, BLANKETS, AND ARMY FROM THE WASHINGTON (LATE BAY STATE,

AND OTHER MILLS.

SHIPLEY, HAZARD, & HUTCHINSON. No. 112 CHESTNUT STREET, COMMISSION M ROHANTS FOR THE BALE OF PHILADELPHIA-MADE GOODS.

FURS! FURSI

GEORGE F. WOMRATH. NOS. 415 AND 417 ABOH STREET, HAS NOW OPEN A FULL ASSORTMENT OF

LADIES' FURS, To which the attention of the Public is invited. no 22tial

MILLINERY GOODS. KENNEDY'S. FRENCH FLOWERS, FEATHERS, AND GENERAL MILLINERY GOODS.

6. 729 CHESTNUT STREET, BELOW RIGHTH. MILITARY GOODS. ANDREWS' ORIGINAL CAMP, OR

TRAVELLING BED TRUNK. (Patent applied for) For sale by W. A. ANDREWS.

No. 612 CHESTNUT Street. ARMY CONTRACTORS AND SUTLERS SUPPLIED WITH BRUSHES at the lowest rates Always on hand, a large stock of CAVALRY BRUSHES,

WAGON BRUSHES, And every Description of Brushes required for the Army KEMBLE & VAN HORN. . 321 MARKET Street, Philadel ARMY FLANNELS.

WELLING, COFFIN. & CO., 116 CHESTNUT STREET,

WHITE DOMET FLANNELS, AND ALL WOOL INDIGO BLUE FLANNELS, MADET MUSKETS AND EQUIP

MENTS.—We have just made to order a lot of superior MUSKETS suitable for Philadelphia Cadets. They are light and neat, such as every parent would wish to place in the hands of their sons, affording healthful exercise without being so heavy as to injure the spinė.

Also, CADET EQUIPMENTS made to Hisske pattern.

PHILIP WILSON & CO., no30-lm

452 CHESTNUT Street. DRUGS AND CHEMICALS.

ROBERT SHOEMAKER Northeast Corner FOURTH and RACE Streets. PHILADELPHIA, WHOLESALE DRUGGISTS,

IMPORTERS AND DEALERS FORBIGN AND DOMESTIC WINDOW AND PLATE GLASS. WHITE LEAD AND ZINC PAINTS, PUTTY, &c.

Dealers and consumers supplied at

JUST RECEIVED, per "Annie Kim ball," from Liverpool. Mander, Weaver, & Manodl," from Liverpool, Mander, Weaver, & Maiae's breagrations:

25 hs Extract Aceniti, in I h jars.

25 hs Extract Hyoscryami, in I h jars.

50 hs Extract Bolladonna, in I h jars.

100 hs Extract Taraxaci, in I h jars.

50 hs Vin Ral Colchici, in I h bottles.

100 hs Ol Succini Rect., in Ih bottles.

500 hs Calonel, in I h bottles.

500 hs Pil Hydrag, in I h jars.

WETHERILL & BROTHER,

whs

LOOKING GLASSES. IMMENSE REDUCTION LOOKING GLASSES. OIL PAINTINGS, ENGRAVINGS, ICTUBE AND PHOTOGRAPH FRAMES.

\$16 CHESTNOT STREET, innounce the reduction of 25 per cent. in the prices of all the Manufactured Stock of Looking Glasses, also, in Engravings, Picture and Photograph Frames, Oil Paintngs. The largest and most elegant assortment in the country. A rare opportunity is now offered to make pury chance in this line For Cash, at remarkably Low Prices EARLE'S GALLERIES,

GROCERIES. MATERIALS FOR MINCE PIES BUNCH AND LAYER RAISINS, SULTANA AND SEEDLESS RAISINS, CITRON, CURRANTS, SPICES, SWEET CIDER, WINES, &c.

ALBERT C. ROBERTS, def-tf Corner of ELEVENTH and VINE Streets. ALMON, do. — 3.000 bbis Mess Nos. 1, 2, and 8 fackersell, large, medium, and small, in assorted ackages of choice, late-caught, fat field.

5,000 bbis. New Halifax, Eastport, and Labrador Hernge, of choice qualities, 6,000 boxes extra new scaled Herrings. 8,000 boxes extra new No. 1 Herrings. 2,000 boxes large Magdaline Herrings. 260 bbls. Mackingc White Fish. 50 bbls. new Housemy Mees Shark. 25 bbls. new Halifax Salmon. 1,000 quintals Grand Bank Codfish.

No. 146 NOBTH WHARVES. CABINET FURNITURE. CABINET FURNITURE AND BIL-LIARD TABLES. MOORE & CAMPION

No. 261 South SECOND Street, in connection with their extensive Oabinet Business are new manufacturing a superior article of BILLIARD TABLES, and have now on hand a full supply, finished with the MOORE & OAMPION'S IMPROVED CUSHIONS. MOORE & CAMPION'S IMPROVED CUSHIONS, which are pronounced, by all who have used them, to be superior to all others.

For the quality and finish of these Tables the manufacturers refer to their numerous patrons throughout the Union, who are familiar with the character of their work au25-6m BUSINESS NOTICES. DRACTICAL AND ANALYTICAL

UHEMISTRY.—The Laboratory of the subscribers open daily, from 9 A. M. to 6 P. M., for Analyses of

Ores. Guanos, Waters, &c. Also, for the Instruction of Students in Chemistry, Mineralogy, and Goology. Opinions given in Chemical questions.

Special Instruction in MEDICAL CHEMISTRY. PHILADELPHIA AND BEADING BAILBOAD JAMES C. BOOTH, THOS. H. GARRETT, JNO. J. BEESE, M. D. o4-8m No. 10 CHANT Street, Tenth, below Market. TOHN WELSH, Practical SLATE BOOFER, THEED Street and GERMANTOWN Road, is prepared to put on any amount of BOOFING, on the most MODERATE TERMS. Will guaranty to make every Building perfectly Water-tight.

Orders promptly attended to. my7-17 EVANS & WATSON'S SALAMANDER SAYES,
STORE,
16 SOUTH FOURTH STEET,
PHILADELPHIA, PA.
A large variety of FIRE-PROOF SAFES always
see hand.

RAILROAD LINES. WINTER ARBANGEMENT.—PHILADELPHIA, WILMINGTON, AND BALTIMORE BAILBOAD. On and after MONDAY, NOV. 18, 1831.

PASSENGER TRAINS LEAVE PHILADELPHIA:
For Haitimore of 3.30 A. M., 9.16 A. M., 11.36 A. M.,
(Express, and 10.50 P. M.
FOr Chester at 8.16 A. M., 11.36 A. M., 3.46 and 10.60 P. M.
For Wilmington at 8.30 A. M. 8.15 A. M., 11.36 A. M.,
8.45 an 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.

For Selisbury at 8.15 A. M.
TRAINS FOR PHILADELPHIA: Leave Baltimore at \$30 A. M. (Express), 1.06 P. M. (Express), 5.29, and 7 P. M. (Express), Leave Wilmington at 7.39 and 11.33 A. M., 4.15, 8 45, and 9.50 P. M. and 9.56 P. M.
Leave Salisbury at 2.35 P. M.
Leave Salisbury at 4.55 P. M.
Leave Dover at 5 A. M. and 6.16 P. M.
Leave New Castle at 11 A. M. and 8.16 P. M.
Leave Chester at 8.20 A. M., 1.215, 4.50, and 9.30 P. M.
Leave Baltimore for Salisbury and intermediate stations
16,20 and 7 P. M.; for Dover and intermediate stations
1.06 P. M.

1.00 P. M.
TBAINS FOR BALTIMOBE:
Leave Chester at 8.45 A. M., 12.05 and 11.20 P. M.
Leave Williadiston at 4.30 A. M., 0.45 A. M., 12.35 P. Leave Withington at a so a sample, and b. A. M.
FREIGHT TRAIN, with Passenger Car attached,
will run as follows:
Leave Philadelphia for Perryville and intermediate Leave Wilmington for Perryville and intermediate acce at 7.10 P. M. re for Havre de Grace and intermediate Leave Baltimore in ations at 9 A. M. ON SUNDAYS ONLY:

At 3.30 A. M. and 10.50 P. M. trom Philadelphia to Seltimore.

At 7 from Baltimore to Philadelphia.

The 3.30 A. M. train from Philadelphia to Baltimore will run daily, Mondays excepted.

8. M. FKLTON, President.

1861. ARRANGEMENT OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON BAILROAD CO.'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. FROM WALKUT-STREET WHARF AND KENSINGTON WILL LEAVE AS FOLLOWS—VIZ: At 6 A. M., via Camdon and Amboy, U. and A. Ay-Accommodation). 2 25

At 9% A. M., via Kensington and Jersey City, Morning Meil At 2 P. M., via Camden and Amboy, C. and A. Ex-. 8 00

Son, Florence, Rordentown, &c., at 12½, 1, 5, and 8½

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

**P For New York and Way Lines leaving Kansings
ton Depot, take the care, on Fifth street, above Wainut,
half an hour before departure. The cars run into the
depot, and on arrival of each train run from the depot,
fifty Pounds of Baggage, only, allowed each Passenzör. 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.

WM. H. GATZMEB, Agent.

NORTH PENNSYLVANIA BAILROAD.

VANIA BA

Auct Chunk, Hazleton, &c.
At 2.45 P. M., (Express,) for Bethlehem, Easton, &c.
This train reaches Easton at 6 P. M., and makes a
lose connection with the New Jersey Central for New At 5.05 P. M., for Bethlehem, Allentown, Mauch

Hunk, Ac.
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
rith the Lehigh Valley Raliroad at Bethlehem, being
has abovetach and most degirable routs 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 Leave Bethlehem at 7.07 A. M., 9.18 A. M., and 5.38 M.

P. M.
Leave Daylestown at 6.30 A. M. and 3.20 P. M.
Leave Fort Washington at 6.50 A. M.
ON SUNDAYS—Philadelphia for Fort Weshington 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 Bethiehem.....81.50 Fare to Mauch Chunk.\$2.60 Through Tickets must be produced at the Ticket Offices, at WILLOW Street, or BERKS Street, in order to secure the above rates of fare.

All Passenger Trains (except Sunday Trains) connect at Berks street with the Fifth and Sixth streets, and Se-

ELLIS ULARK, Agent. FALL AND WINTER ARRANGEMENT.
PHILADELPHIA, GERMANTOWN, and NORRISTOWN BALLBOAD.
TIME TABLE. On and after Monday, October 28, 1991, until further notice.

FOR GERMANTOWN.

Leaver of Thisdelphite, 9, 7, 8, 9, 10 65, 11, 12 A. M., 2, 2, 8, 4, 5, 6, 7, 8, 9, 10 ½, and 11½ P. M.

Leaver Germantown, 5, 7, 7½, 9, 8½, 5½, 10½, 11½, A. M., 1, 2, 6, 4, 5, 0, 7, 6, 9½, 11 P. M.

The 8½ A. M. train from Germantown stops at Duy's and Tiogs only.

ON SUNDAYS.

and Tioga only.

ON SUNDAYS.

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

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

OHESTNUT HILL RAILEOAD.

Leave Philadelphia, 6, 9, 11, A. M., 2, 4, 6, 8, and 10 g. P. M.
Leave Chestnut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 3.40, 6.40, 7.40, and 9.10 P. M.
ON SUNDAYS.
Leave Philadelphia, 9.05 A. M., 2 and 7 P. M.
Leave Chestnut Hill, 7.50 A. M., 12.40, 5.40, and 9.10 P. M.

FOR CONSHOHOCKEN AND NOBBISTOWN.
Leave Philadelphia. 6½, 9.05, 11.05 A. M., 1½, 8.05, 4½, 6.05, and 8.00 P. M.
Lava Norristown, 7. 8. 9. 11 A. M., 1½, 4½, and 6
P. M.

ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3 P. M.
Leave Norristowu, 7 i. A. M., 5 P. M.
FOR MANAYUNK.
Leave Philadelphia, 61, 9, 11 A. M., 11, 8.05, 41,
Leave Manayunk, 61, 71, 82, 92, 11 A. M.,
Leave Manayunk, 61, 71, 82, 92, 11 A. M.,
The Strand Leave Manayank, 64, 74, 84, 94, 114 A. M., 2, 5, and 64 P. M. ON SUNDAYS Leave Philadelphia, 0 A. M., 3 and 7 P. M.
Leave Manayunk, 7% A. M., 5% and 8 P. M.
H. K. SMITH, General Superintendent
oc28-tf Depot NINTH and GREEN Streets. THE PENNSYLVANIA CENTRAL

RAILEOAD, 260 MILES DOUBLE TRACK. 1861. 1862.
THE CAPACITY OF THE BOAD IS NOW EQUAL TO ANY IN THE COUNTRY.
THREE THROUGH PASSENGER TRAINS THERE THROUGH PASSENGER TRAINS
RETWEEN PHILADELPHIA AND PITTSBURG.
Connecting direct at Philadelphia with Through Trains
from Boston, New York, and all points East, and in the
Union. Depot at Pittsburg with Through Trains to and
from all points in the West, Northwest, and Southwest—
thus furnishing facilities for transportation of Passengers unsurpassed for speed and comfort by any other
route. route.

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

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

West Chester Passengers will take the Mail Train at 3 A. M., the Parkesburg Accommodation at 12.30 P. M., and the Lancaster Accommodation at 4 P. M. Passengers for Sundury, Williamsport, Elmira, Buf-Jalo, Nigara Falls, and Intermediate in the Lancaster accommodation at 4 P. M. 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 Baliroad offices in the West; also on board any of the Manual of the Company of the Mississimi or Oblo egular line of Steamers on the Mississippi or Ohio Fare always as low, and time as quick, as by any other route.

For further information apply at the Passenger Station, Southeast corner of Eleventh and Market streets,
The completion of the Western connections of the Pennsylvania Railroad to Chicago, make this the rennsylvania Esilroad 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
Pacilic.

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 fawrable as are charged by other Railroad Companies.

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

For Freight Contracts or Shipping Directions, apply to, or address either of the following Agents of the Com-

b. or address either of the following Agents of the Company:

D. A. Stewart, Pittaburg.:

H. S. Pierce & Co., Zanesville, O.; J. J. Johnson, Ripley, O.; R. McNeely, Maysville, Kr.; Ormaby & Oropger, Portsmonth, O.; Paddock & Co., Jeffersonville,
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Co., Evansville, Ind.; N. W. Graham & Co., Cairo,
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E. Harris, Neshville, Tenn.; Harris & Hünt, Mamphis, Tenn.; Clarke & Co., Ohicago, Ill.; W. H. H.
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different points in the West.

S. B. KINGSTON, Jr., Philadelphia.
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H. H. HOUSTON, Gen'l Freight Agent, Phila.
L. L. HOUPT, Gen'l Ticket Agent, Phila.
E. LEWIS, Gen'l Suy't, Alvona, Pa.

OO., (OMoc 227 South Fourth street.)
PHILADELPHIA, April 27, 1861.
BEASON TICKETS. DEASON 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 33 per cent. discount.
These tickets will be sold by the Treasurer at No. 277
South FOURTH Street, where any further information
can be obtained,
a. BRASPORD,
a. 258.47
Treasurer. WEST CHESTER

RAILBOAD TRAINS VIA PENNBYLYANIA BAILBOAD, leave depot, corner ELEYENTH and MARKET Streets, at 8 A. M., 1930 noon, and 4 P. M.

STORY OF THE STER STREET, STREET, CO., 1930 noon, and 4 P. M.

WEST CHESTER

Hampton's splendid Egg Coal.

Yard. sontheast corner FRONT and POPLAR. d16-12t*

GUNNY BAGS—60 BALES FOR sale by JAURETCH & CARSTAIRS.'

1022

South FRONT Street.

SALES BY AUCTION. FURNESS, BRINLEY, & CO.. No. 429 MARRET STREET. SALE OF FRENCH DRY COODS.

On Thesday Morning,
January 2, at 16 o'clock, by catalogue, for cash—
400 lots of laney and staple French dry goods.

Samples and catalogues early on morning of sale. PHILIP FORD & CO., AUCTION-EEBS, Nos. 525 MARKET and 522 COMMERC'S

LARGE POSITIVE SALE OF 1,000 CASES ROOTS, SHOLD BROGANS, AND GUM SHOES.

On Monday Morning.

Dec 20, at 10 o'clock precisely, will be sold, by catalogue, 1,000 cases men's, losy, and youths' calf, kip, grain, and thick boots, brogans, and Wellington boots, women's, nisses', and children's gent, calf, kip, and kid boots and shoes Also, a destrable assortment of women's and misses' goat and kid seeved and pegged Balmoral boots, suitable for the best resid trade.

Be Grooks open for examination early on the morning of sale, with catalogues.

LARGE POSITIVE SALE OF 1,000 CASES BOOTS. LARGE POSITIVE SALE OF 1,000 CASES BOOTS, SHOES, BEOGRANS.
OT THURSDY MOTITIES.
CLOSING SALE OF THE SEASON.
January 2, at 40 o'clock precisely, will be sold, by catalogue, 1,000 cases men's, boys', and youths' call, kip, grain, thick and Hungarian boots, brogans, Wellington boots, women's, misser', and children's call, kip, 20st, and kid boots and shoos. Also, a handsome assortment of won-en'and misses sewed and pegged Balmoral boots, adapted to the best retail trade.

The attention of buyers is particularly called to this our last sale for this season.

So Open for examination, with catalogues, carly on the morning of sale. N. F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 CHESTNUT 82.

CLOSING SALE OF GERMAN TOYS, FANCY GOODS, &c., by catalogue.
On Monday Morning, December 30, commencing at 10 o'clock precisely.

I mbracing a great variety of vich fancy goods, China and Bohemian ware, fine toys, &c. SALE OF EMBROIDERIES, DRY GOODS, HOSIKRY GOODS, NOTIONS, &c., by Catalogue. On Thesday Morning, December 31, commencing at 10 o'clock procisely. EMBROIDERIES. An invoice of embrois ered linen cambric handherchief Jucolett collars, sets, &c.
MILLINERY GOODS, FLOWERS, &c.

net and velvet ribbons, bonnet materials, arwers, &c.
NOTIONS, HOOP SKIRTS, &c. NOTIONS, HOOP SKIRTS, &c.
Also, notions, but one, snaw pins, head dresses.
An invoice of extra steel spring hoop skirts, &c.
GERMANTOWN FAN: Y KNIT GOODS, HOSIERY,
AND BUCK GLOYES,
Also, choice styles fancy zephyr knit hoods, sontags,
scarfs, conforts, nubias, wool and cotton hoisery, extra
heavy buck army gammers, &c.
STOCK GOODS. Also, the stock of a gents furnishing store, CLOTHING, ITALIAN CLOTH, &c.

Also, an invoice of ready made clothing. Italian cloth, brown linen, &c. FINE FURS

scriptions Soll Turning, Strew Cutting, and all other work connected with the above business.

Drawings and Specifications for all work done at Kreit stablishment, free of charge, and work guarantied.

The subscribers have anisls whurf-dock room for repairs of boats, where they can lie in perfect asfaty, and are provided with shears, blocks, falls, &c., &c., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LIEVY,
JEHA-H BEACH and PALMER Streets

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FIFTH AND WASHINGTON STREETS, PHILADBLPHA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

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

Boilers, Gasometers, Tanks, Iron Boats, &c.; Casings of all kinds, either iron or brass.

Iron Frams Roofs for Gas Works, Workshops, EaglMAS Stations. &c. road Stations, &c.

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

Every description of Plantation Machinery men s Sügär, Saw, and Griet Mills, Vacuum Pang, Open Stelle Trains, Defecators, Filters, Pumping Engines, &c. Sole Agents for N. Billieux's Patent Sugar Boliu; Apparatus; Nosmyth's Patent Steam Hammer, and As-pinwall & Wolsey's Patent Centrifugal Sugar Draining

PHILADELPHIA AND BEADING BAILBUAD. PANSENGER THAINS FOR POTTSVILLE, BEADING, and HARRISBURG, on and after November 4, 1861.
MORNING LINES, DAILY, (Sundays excepted.)
Leave New Depot, corary of BROAD and CALLOW.
HILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill streets,) at 8 A. M., cennecting at Harrisburg with the PENNSTLVANIA
RAILROAD 4.15 P. M. truin, running to Pittsburg; the
CUMBERLAND VALLEY L50 P. M. train running to
Chambersburg, Carlisle, &c.; and the NORTHERN
OENTRAL BAILROAD 1.20 P. M. train running to Sunbury, &c.

Leave New Depot, corner of BROAD and UALLOW-HILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill sts.) for POTTSVILLE and HABRISPURG, at 5.15 P. M., DALLY, connecting at Harrisburg with the Northern Central Resirous, for Sunbury, Williamsport, Elmira, &c. Express Train from New York via Easton makes close connection with the Reading Mail and Accommodation Trains, connecting at Harrisburg with the Pennsylvania Central 3.15 A. M. Train running week. For SEAP489 9thy; es the Reading Mail and Accommodation Trains, connecting at Harrisburg with the Pennsylvania Central 3,15 A. M. Train running week For FRAPISS OPEN 4.30 P. M., DAILY, (Sundays excepted.)
DISTANCES VIA PHILADELPHIA AND BRADING RAILEGOAD FROM PHILADELPHIA, Miles.

Northumberland...171 ewisburg.....1 Milton Sunbury and Eric K. B. Williamsport and Elmira

close connections with lines to Niagara Falls, Canada, the West and Southwest. DEPO'T IN PHILADELPHIA: Corner of BROAD ELMIRA ROUTE.—

Datts, Filison, Scranton, and all cuttions on the LACK-AWANNA AND BLOOMSBUEG RAILROAD.

The above trains make direct connections at Elmira with the trains of the New York and Krie, Canandaigns and Niagara Falls, and Buffalo, New York and Eric, and New York Control Resircode, from all politics North and West, and the Canadas.

Baggago checked to Elmira, Buffalo, and Suspension 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 Depot, 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 8 P. M.

Freights must be delivered before 3 P. M. to Insuratheir going the same day.

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

G. T. LEONAED, Agent, Northwest corner SIXTH and CHESTNUT Streets, api9-ts.

WEST CHESTER

WEST CHESTER W E ST UHESTER ROAD.

VIA MEDIA.

WINTER ARBANGEMENT.

On and after MONDAY, Nov. 25, 1861, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of EIGHTEENTH and MARKET Streets, at 8.30 A.M., 2. 4.15, and 6.45 P. M., and will leave the corner of THIRTY-FIREY and MARKET Streets, (Work Philadelphia,) at 17 minutes after the starting time from the Depot.

ON SUNDAYS.

ON SUNDAYS.

Leave PHILADELPHIA at 8 A, M, and 2 P. M,
Leave West Obester at 8 A. M. and 4 P. M.

The Trains leaving Philadelphia at 8.30 A. M. and 4.16
P. M. connect at Pennelton with Trains on the Philadelphia and Baltimore Central Baltimore for Concord,
Kennett, Oxford, &c., &c.

Superintendent Kennett, Oxford, &c., &c. **EXPRESS COMPANIES**

THE ADAMS EXPRESS

OMPANY, Office 320 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 Tewns
and Cities of the United States

E. S. SANDFORD, FOR NEW YORK.
NEW DAILY LINE, via Dolawane and Baritan Canal.

Philadelphia and New York Express Steamboat Company receive freight and leave daily at 2 P. M., deliver-

ing their cargoos in New York the londwing days.

Freights taken at reasonable rates.

WM. P. OLYDE, Agent,

WO. 14 SOUTH WHARVES, Philadelphia.

JAMES HAND, Agent,

anl. If Piers 14 and 15 EAST BIVER, New York. FOR NEW YORK. The Philadelphia Steam Propeller Company will commence their business for the season on Monday, 18th instant. Their stoamers are now receiving freight at Second
Pier above Wainut street.

Terms accommodating. Apply to odating. Apply to
W. M. BAIRD & OO.,

E. OPPENHEIMER, Of all kinds of Of all kinds of

ARMY GOODS,

A fine line of samples on hand. Advances made,
Contracts filled and guaranteed. Terms liberal.
Office and Sample Room, Northeast corner of FIFTH
and CHESTNUT Streets—Boom No. 2, second floor. de18-12t HAMPTON'S SPLENDID LEHIGH
NUT.

Hampton's splendid Stove Coal.

Hampton's splendid Egg Coal.
Yard, southeast corner FRONT and POPLAR. d16-12t*

SALES BY AUCTION. M. THOMAS & SONS, Nos. 189 and 141 South FOURTH Street. (Formerly Nos. 67 and 69.)

STOCKS AND REAL ESTATE_THESDAY NEXT PUBLIC SALES REAL ESTATE AND STOOMS AT THE EXCHANGE, EVERY TUESDAY, at 13 o'clock nood, during the business season. BEAL ESTATE AT PRIVATE SALE.

sale, including every description of city and country property. Printed lists may be had at the Auction Store STOCKS, &c. On Tuesday, December 31, at 12 o'clock no n, at the Philadelphia Excharge— Executors' Peremptory Sule—ol share Continental 2 shares Farmers' and Mechanics' Land and Building

1 share Academy of the Fine Arts. 1 share Mercantile Library Compan 5 shares American Academy of Music, FIRST-CLASS FARM. On Tuesday, December 31, at the Philadelphia Etchange, by order of Heirs—

E-tate of Judge Longstreth, dee'd,
VALUABLE FARM, 149 AUKES, Montgomery
county, Pennsylvania, 3; of a mile from Bandy Bun
Station, on the North Pennsylvania Railroad, 2 miles
from Chestrut Hill, and 12 miles from Poiladelphia. It
is or e of the best farms in Montgomery county.

BUILDING LUT, Cope street, Nineb enth ward.

ELEVENTH FALL SALE-JANUARY 7. EDFO ENTIT FADIA SAIL—JANUARY I.
Will include the following, viz.:
Executor's Sale—Estate of Susan Taylor, dee'd.
BRICK DWELLING AND LOT OF GROUND,
southwest e-rier of Montgomery avenue and Belgrade
street, Eightmenth ward. Lat 41 by 90 fast.
Kama Estate—LOT OF GROUND, Belgrade street, 17
L. on 6.5. y 90 feet.
Same Estate—5 LOTS OF GROUND, adjoining the Same Estate—5 LOIS OF GROUND, automing the above, 17 by 144 fort.

Same Estate—4 LOTS OF GROUND, Montgomery avenue, near Relgrade street. 18 by 117 feet.

Same Estate—LOT OF GROUND, in the rear of the For further particulars see handbills and lithographic plans.
Trusted's Peremptory Sale.

LOT OF GROUND, Front street, houwen Vine and Callowhill streets, No. 331-24 feet front, 40 feet deep, to Water Street. Sale absolute.

Executor's Peremptory Sale—Estate of Catharine King, THREE FRAME DWELLINGS, Earl street, norths

west of Thempson street, Eleliteenth ward.

Peremitory Sale.—THREE STORY BRICK DWNL-LING, No. 102 Limitel street, east of Newmarket street, systemathe word. Receivers sale by order of the Court. Receivers sale by order of the Cauret.
Furniture of the Commercial Ameney Rouns.
LARGE IRON FIRE PROOFS—SUPERIOR OFFICE
DESKS, to.
De Monday Morning,
January 6, at 10 o'clock, at the Commercial Agency
Reper, No. 12 North Third street, without reserve, by
order of a Receiver, the valuation furniture, fixturent, do,
complising 4 superior fire proofs, 16 walnut and managery office desks, book racks, with drawers, railing,
&c., copying presses, &c.

Sale No. 905 Pine Street.

SUPPRIOR FURNITURE, ROSEWOOD PIANO,
BRUSSELS CARPETS, &c.
On Menday Mornins,
30th inst, at 10 o'clock, by catalogue, at No. 905 Pine
street, the superior furniture, resewood piano-forte, by
Wilhelm & Schuyler, fine Brussels carpets, &c.

May be examined at 8 o'clock on the morning of
the sale.

Sale at Nos. 139 and 14: South Fourth Street.

SUFERIOR FURNITURE, FRENCH-PLATE MIRBORS, PIANO-FORTES, BEBS AND BEDDING,
OHINA AND GLASSYARE, RBUSSMLS AND
OTHER CARPETS, &C
On Thursday Morning,
At 9 o'clock, at the Auction Store, the superior furnifurniture, piano-fortes, mirrors, Brussels and other carpets, &c., from families declining housekeeping, removed to the store for convenience of sale.

So Catalogues ready the day previous to sale. Catalogues ready the day previous to sale. AT PRIVATE SALE.

Shares Mercantile Library. B. HOPPIN, AUCTIONEER. OF DRY GOODS, FANCY WOOLLEN AND WORSTED GERMANTOWN HOSIERY AND KNIT GOODS, TRIMMINGS, &c.
On Monday Morning,
December 30, at 10 o'clock, comprising a good assortement of seasonable goods, adapted to the city retail trade.

So Goods arranged for examination early on the morning of sale, with catalogues.

AT PRIVATE SALE,
An invoice of "Slagreen," or Japanese Leather, suitable for book-binders' use; a very fine limitation of Bussia leather, the first importation of the kind into this country M. FITZPATRICK & BROS. AUCTIONERES 604 CHESTNUT Street, above Sixth. CHRISTNAS AND NEW-YRAU PRESENTS. Sale every evening, at 7 o'clock, of a splendid assort nent of fancy goods, silver-plated ware, clocks, watches, welry, cuttery, fancy stationery, annuals, gift books

illustrated works, in elegant bineings, juvenite books, ac. Also fine albums, portfolios, work-boxes, so. Also, a fine collection of foreign sea shells, and an immense variety, of fancy goods of every description. During the day, at average auction prices, or consignments solicited for either public or private the to suit the convenience of sonsigners.

MOSES NATHANS, AUCTIONEER
AND COMMISSION MERCHANT. Southeast
corner of SIXTH and MACE Streets Corner 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 usual salling price.

Fine gold funning-case, double-case, and louble-tone fine gold funning-case, double-case, and louble-tone English patent lever watches, of the most approved and best makers; fine gold double-time English patent lever watches, independent seconds lever watches; fine gold double-time English patent lever watches; independent seconds lever watches; fine gold double-time English patent lever, eacapement lever, and double-bottom English patent lever, escapement lever, and lepine watches, of the most approved and best makers; double-case and openatics watches; fines and the patent lever, watches; silver quarters and brist-time; ests of fine gold jewelry; gold breast-pins, war-rings, finger-rings, bracelets, penoli-cases, pene, and jewelry of every description; gume, piscole, musical instruments, plane-forts, and as, ticles generally.

MONEY TO LOAN.

Money advanced liberally, for any length of times agreed upon, on gold and silver plate, distinguished, watches, jewelry, fowling-pieces, musical instruments, dry goods, ciothing, groceries, hardware, cullery, furniture, bedding, fancy articles, and on all articles of value. CONSIGNMENTS AND OUT-DOOR SALES BOLL CITED.

Liberal cash advances made on all articles consign for sale. Personal attention given to all out-door sales WEEKLY COMMUNICA-WEEKLY COMMUNICA-TION BY STRAM RETWEEN NEW YORK AND LIVERPOOL, calling at QUIENS-TOWN, (Ireland,) to land and embark passengers and despatches,
The Liverpool, New York, and Philadelphia Steamphip Company's spleiddid Glyda-hullt fron uerow steamchips are intended to sail as follows:
FROM NEW YORK FOR LIVERPOOL.
CITY OF WASHINGTON. Saturday, Dec. 28.
EDINBURGH. Saturday, Jan. 4, 1862.

EDINBURGH. Saturday, Jan. 4, 1862. And every Saturday throughout the year, from PIRA No. 44 N. B.

Tower Buildings.
In Glasgow, to WM. INMAN,
13 Dixon street. THE BRITISH AND NORTH PASSPORTS.—All persons leaving the United States will require to have PASSPORTS from the authorities of

their respective countries, countersigned by the Secretary of State at Washington, or by the Passport Agent at FROM NEW YORK TO LIVERPOOL

DOT.

PERSIA, Capt. J. Stone.

ABIA, Capt. J. Stone.

ABIA, Capt. E. G. Lott.

AUSTBALASIAN,

NAGARA, Capt. Hockley.

NAGARA, Capt. Moodle. ASIA, Capt. E. G. Lott.
AUSTRALASIAN,
NIAGARA, Capt. Moodle.

Capt. Cook. EUROPA, Capt. Anderson.

BUOTIAL (now building.)

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

CANADA, Muir, leaves Boston, Wodnesday, Dec. II.

AFRICIA. Shannon. 'B. N.York, Wednesday, Dec. II.

AFRICIA. Shannon. 'Boston, Wednesday, Dec. II.

AFRICIA. Shannon. 'Boston, Wednesday, Dec. II.

AUSTRALASIAN,

Cook, 'N.York, Wednesday, Jan. 1.

NIAGARA, Moodle, 'Boston, Wednesday, Jan. 1.

NIAGARA, Moodle, 'Boston, Wednesday, Jan. 1.

Berthe not secured until paid for.

An experienced Surgeon on board.

The owners of these ships will not be accountable los Gold, Silver, Builion, Specie, Jewelry, Precious ciones, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressor. For freight or passes, apply to 4 BOWLING GREEN, New York.

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ing Office of THE PRESS, which has been fitted up

with New Material, in the most Complete Manner,

and is now prepared to execute, in a satisfactory

Style, every variety of Printing. MERCHANTS, MANUFACTURERS, MECHANICS, LAWYERS, AUCTIONEERS, PUBLIC OFFICERS, BANKS, BAIL-

BOAD AND INSUBANCE COMPANIES, ETC. Will be supplied with any description of Printing required, at Short Notice and on the most Reasonable Terms.