(*Continued from first page.*)

distant about one mile, in an ordinary wagon, drawn by two mules, and attended by a file of soldiers. When they had reached the place of execution, he seemed very much affected, and, in answer to a gentleman who interrogated him, spoke, in substance, as follows:

"I leave a wife and three small children; but for them I could die satisfied. I did want to live long enough to raise these little ones up in the way in which they should go; but I am doomed to die. I also leave a gray-haired mother—a mother who raised me right—and to leave her, too, it breaks my heart. Gentlemen, I have ever been a consistent Christian, and my present unhappy situation is more attributable, I assure you, to the teachings of base men than to any evil motives of my own. I have been asked if my time was to go over again would I be guilty of the crime which has brought me to the gallows? *I answer most unhesitatingly that, under the same circumstances, I would burn the bridge again*; for, when I and my confederates in guilt had reached the bridge, I was forced in front, and made to apply the torch which reduced Lick Creek bridge to ashes. There was no alternative. I ask the prayers of every Christian in this audience. I die with the full assurance of meeting all such in heaven. I desire my remains to be conveyed to Midway, Green county, to Sarah Hann."

After a most impressive prayer for the spiritual welfare of the culprit, by the chaplain, the black cap was placed on the prisoner's head, adjusted by himself, and the rope tightened about his neck, the trap-door fell—a shriek, a shudder, and all was over—the spirit took its flight into eternity.

The Knoxville *Register*, of December 18, gives the following account of another atrocious murder, by order of Bill Carroll:

"Henry and Jacob Harmon, father and son, of Greene county, engaged in burning Lick Creek Bridge, on the East Tennessee and Virginia Railroad, were executed here, yesterday, by hanging, agreeable to sentence passed by the court-martial convened by order of General Carroll. At the scaffold, they stated, through the chaplain officiating, that they have been not only deluded, but forced to commit the crime for which they were about to suffer, by representation, that unless they made this demonstration of allegiance to the Lincoln dynasty, their lives and property would be in greater jeopardy than from the Confederates. The younger Harmon stated further that his sympathies had been originally with the Confederate Government, and he had at one time contemplated volunteering in the Confederate army, until he was persuaded and misled by the representations above stated. Whether they revealed the names of those who have thus led them to their unhappy fate or not we have not learned. The spectacle of their execution was terrible enough, and should be sufficient warning to any who may lend a too credulous ear to the falsehoods of Lincoln's emissaries, or of the tory leaders of the late Union party. Harmon, the younger, was executed first, while his father sat at the foot of the gallows, awaiting his turn to that awful leap from time to eternity, which justice demanded, and it is to be hoped repentance had somewhat reconciled them to. The elder Harmon is reported to have been a man of considerable property—some forty or fifty thousand dollars' worth."

Crops Belonging to Poor Whites.

The Governor of Tennessee has coerced the poor whites into the army till there are not enough left to gather the crops and chop wood for the families. John W. Head, a Gallatin lawyer, who seems to be in command at Fort Donelson, issues the following proclamation to their wealthy neighbors:

FORT DONELSON, December 15, 1861.

TO THE FRIENDS OF THE SOLDIERS OF THE THIRTIETH REGIMENT TENNESSEE VOLUNTEERS. Letters are daily received by many of the brave men of my command, stating that their crops are wasting in the field, and their families unprovided for. This should not be. These soldiers are depriving themselves of the comforts of home, and enduring the hardships and privations of camp life to protect and defend a common interest. Their pay is not sufficient to furnish their families. You are sharing the fruits of their services, and it is your high and solemn duty to see that the little they have left behind is not sacrificed; that their wives and children are supplied with the necessaries of life.

I, therefore, most earnestly entreat you to have their crops garnered, their families furnished with wood, and such other of the necessaries of life as they may need.

Many of you have a large negro force, whose labor should in part be used for the benefit of these men. By timely co-operation much can be done to aid and relieve them and their families.

J. W. HEAD,
Colonel Commanding Thirtieth Regiment.

The Fire in Nashville.

The commissary stores, including a portion of the Ordnance Department stores, in Nashville, Tenn., *were destroyed by fire on the night of the 22d.* The loss is estimated at nearly a million of dollars. The fire originated in the Ordnance Department, owing to the culpable negligence of a subordinate, and spread with such rapidity that the efforts of the soldiery and fire department were unable to extinguish the flames. Several times some of the most valuable buildings in the city were on fire, having caught from the shower of cinders which fell upon them, but they were finally saved at the risk of life. There was an immense amount of shot and shell and fuses of the superior French pattern contained in some of the departments. The former would have to be recast. Several hundred heavy guns were also rendered valueless.

Still at Work.

A letter, dated Norfolk, the 18th ult., to the Petersburg *Express*, says: "Certain parties were arrested at the navy yard on Monday, with candles, matches, and other inflammable and combustible materials upon their persons, with intent, *as is rationally supposed, to fire the yard, or, at least, the big ship Merrimac.* They have been committed to jail, and if Jack Ketch does not get his own this time, then let all law, all order, all justice, go to the dogs!"

The Conflagration.

The Charleston *Mercury* estimates the loss in real estate by the late fire at about $3,500,000, on which was an insurance for about $1,500,000. The chief burden has been borne by local companies. The amounts paid by the Charleston Insurance and Trust Company, South Carolina Insurance Company, will swallow up the capital stock and surplus of these institutions. The losses among agencies out of South Carolina have been about $300,000.

A negro woman in Nashville, who, a few days since, killed her three children, and then attempted her own life, has since died.

General Sterling Price.

We take the following notice of General Price from the Richmond correspondence of the New Orleans *Delta*:

I presume the history of this distinguished officer is familiar to you. It ought to be familiar to the people of the Confederate States. It would show that in this age, as well as in former ages, circumstances develop genius, and that the pressure of events is enough to stimulate the qualities of the hero, even when heroism has been latent and unsuspected. General Price's campaign in Mexico was decidedly one of the most brilliant episodes of the war. His conquest of New Mexico, with a slender force of volunteers, his fertility of resource, and extraordinary energy and enterprise, displayed in suppressing the subsequent rebellion, and in his remarkable winter campaign against the insurgent Indians, deserve to be recorded as the most shining page of the history of the Mexican war. Among the victories gained by General Price, in that war were the battles of Taos and Rosales, the latter fought against a very superior force, commanded by Don Angel Freas, Governor of Chihuahua, a gentleman who has, of late years, become well known in the country as a distinguished leader of the Mexican leaders. The same characteristics have marked General Price's recent campaign in Missouri; the same originality of conception, energy of action, readiness of invention, and audacity of enterprise. The attack upon Lexington, which, after its successful *finale*, was admitted to be one of the most brilliant affairs of the whole war, was, it is understood, discouraged here by the partisans of the cautious and dilatory policy.

After the capture of Mulligan and his forces, *Price intended to attack Fremont before he could concentrate his army, but was prevented, by a lack of ammunition, from executing his design. When Lexington surrendered, he had but 2,000 percussion caps in his whole command.* He sent to General Hardee, and, I believe, to General McCulloch for a supply of these indispensable articles; but for some reason, satisfactory, perhaps, to those officers, they were not sent. People here cannot help expressing the conviction that, had Price been zealously and efficiently seconded, he would, by this time, have driven the enemy from Missouri, and thus secured to the Confederacy the most important of the Western States. The results flowing from a consummation of this kind cannot be overestimated. They extend far beyond the boundaries of Missouri. They reach the frontiers of New Mexico, and involve the destinies of Kansas, the Indian Nation, Arizona, and New Mexico. With Missouri firmly attached to the Confederacy, Arizona will remain undisturbed in our possession; New Mexico will easily be acquired; the Indian Nation will be free from National invasion; and even Kansas will fall into our hands. Missouri cuts off the North from any access to those Territories: but, with that State in his power, Lincoln can pour his forces into the region beyond, and force us to a desperate struggle to maintain it. The contest in Missouri is not done for the control of Missouri, but for possession of the vast countries which lie to the west and southwest.

MISCELLANEOUS WAR NEWS.

Fight Between the Gunboats Yankee and Anacostia and the Rebel Battery at Cockpit Point.

UNITED STATES STEAMER STEPPING STONES, POTOMAC RIVER, Jan. 2, 1862.

An experiment was tried this morning for the purpose of determining whether the rebel battery at Cockpit Point can be attacked, and if so, in what manner with the greatest hopes of success. At ten o'clock, the *Anacostia* approached the battery, and took up a position somewhat above and opposite Mattawoman creek. She threw in a number of shells, several of which were seen to explode right into the rebel battery. The *Yankee* then got under way, and stood for the battery, ranging herself right opposite. She commenced by firing two shells from her bow gun, a 64-pounder, and afterwards continued to pour in her fire on the enemy from her after guns, consisting of a 32-pounder and 24-pounder brass howitzer, and a 12-pounder brass rifled cannon. The enemy replied to the *Yankee*, for the *Anacostia* was so placed that the batteries could not hit her, throwing four shots, the second of which struck the *Yankee*, entering the forecastle on the port side, her head being up the river, and knocking away a knee entirely; passing to the starboard side, the shot smashed another knee and dropped on the floor, its force being spent. The shot was from a rifled gun, and weighs 80 pounds. It is needless to say that Lieutenant Commanding Badger, of the *Anacostia*, and Lieutenant Commanding Eastman, of the *Yankee*, and all the officers and men under them, acted with that coolness and courage characteristic of American seamen.

King Cotton in Peru.

The South American news by the *Northern Light* is of a character calculated to make the cotton lords of the C. S. A. feel slightly uncomfortable. The British steamer *Callao*, at Panama from Valparaiso, brought up a large quantity of cotton from Peru, consigned to England, with the announcement that a much larger amount is going round Cape Horn. This cotton is said to be of superior quality, and no efforts to raise a very large crop on the Peruvian coast the ensuing year will be spared. The rebellious American "King Cotton" is thus threatened with a powerful rival in a new quarter, and if the threatening will but operate to bring him to his senses and back to his loyalty, the Peruvian planters will deserve the thanks of the United States, as well as of Liverpool and Manchester.

Results of the Recent War Excitement.

The Montreal *Witness* says: The war cloud has now, apparently, pretty well blown over. Both Canada and the Federal Union rejoice; and, we fancy, the present comfortable feeling of relief will induce all parties to be a little more considerate next time. The bad feeling, which has been slowly gathering to a head, will now, we hope, speedily yield to a reaction. We may yet see the golden age when the New York *Herald* and the Montreal *Commercial Advertiser* will fraternize like very brothren.

But though war feeling and ill-will may disappear, we should be sorry that the martial training which has been, during the past two weeks, so thoroughly inaugurated, should disappear with it. England has, within a year or two, rendered herself, for purposes of home protection, independent of her armies. The healthfulness of the exercise of drilling, and the manly carriage it induces, must in general be considered worth all the time they cost, as their tendency if associated with no evil habits, is, to add at least as much time to a man's life as they consume; while, to a nation, this warlike training must be reckoned among "the things which make for peace." Britain has shown spirit in her preparations for the defence of the Canadian frontier; but who can tell what events might arise to render her either unable or unwilling to give such efficient assistance? And in such a case, of what value would this preparation be? We need not here enlarge on the material we have for the formation of a volunteer force equal in character to that of any other part of the world.

Among other advantages which seem likely to flow from this affair, attention will now be directed to the development of an intercolonial railway, which, in itself, will be a great good to the provinces; and other improvements may expect a similar impetus. A more casual, though not unimportant, benefit to Canada, will be the stationing here, for some time, of a good portion of the British army, which must spend money in the country. This, however, though beneficial to us, will be at the expense of Britain, and will have its effect in strengthening the feeling growing on the other side of the water, that the colonies are, perhaps, after all, more of a burden than a gain. Let us hope that England will continue to extend her motherly aid and protection, at least, until we are fully fledged and able to shift for ourselves.

Exciting News from Western Virginia.

The Wheeling *Intelligencer* of the 3d inst. says:

Information was received in the city yesterday that a day or two since a train of Government wagons, fifty in number, were captured between Weston and Sutton, by the Secessionists. The information is that fifteen of the drivers were killed. The rebels took all the valuables from the train and burned the wagons.

It is also reported that the Norton Cavalry, Capt. Wes Rowan, of this city, were recently captured by a superior force of rebels, and that the town of Sutton was destroyed.

Other rumors of Secession depredations in that country are also prevalent, and it is evident that a large force of rebels have found their way into this comparatively unprotected county, and are making a desperate effort to repossess the territory.

Interesting from Fortress Monroe.

GREAT BETHEL OCCUPIED BY FEDERAL TROOPS.

ARRIVAL OF TWO HUNDRED AND FORTY RELEASED FEDERAL PRISONERS.

THEIR NAMES, AND THE REGIMENTS THEY BELONG TO

A CORDIAL GREETING EXTENDED TO THEM IN BALTIMORE.

FORTRESS MONROE, January 3.—The steamer *George Washington* left Old Point, at eleven o'clock this morning, and proceeded up James river, about nine miles beyond Newport News, where the rebel steamer *Northampton* was met with the released Union prisoners from Richmond.

The brave fellows joyfully stepped on board the *George Washington*, thankful to find themselves once more under the protection of the old flag. As their names were severally called from the roll, such happy-looking men are seldom seen. Cheer after cheer arose from each, but as they approached, and the band of the Fourth Artillery, stationed on the *George Washington*, played "Sweet Home," it found a response in each manly breast, and brought tears of joy to many eyes. As the boat passed Newport News, the crews of the United States frigates *Cumberland* and *Congress* manned the rigging, and the troops of Camp Butler crowded the beach and the landings, and sent over the water their shouts of welcome. The *George Washington* arrived here on her return about half past five o'clock, and the Baltimore boat, which was detained for the purpose, took the released prisoners to Baltimore.

The number of released is 240—nearly all of whom were taken prisoners at the battle of Bull Run.

Below is given a correct list from the official copy. All those whose rank is not given are privates.

W. A. Perry, whose name appears on the list, is not among the number who arrived here. John Eldridge, a shipwrecked fisherman, came in his place. Mr. Perry will arrive soon, however. Corporal McDowell was one of the 240, but he was sent via Norfolk with Capt. Shillinglaw a few days since.

The prisoners left Richmond at about 7 o'clock this morning. On arriving here all who needed clothing were immediately supplied by the Quartermaster's Department.

A scouting party left this place this morning and proceeded to Great Bethel, which they found occupied by a guard of rebel cavalry, who retired, leaving our troops in full possession. A sufficient force was immediately stationed there.

A flag of truce, from Norfolk, this afternoon, brought down over thirty passengers to go North, including a theatrical company.

A passenger by the flag of truce says that the editor of the Richmond *Dispatch* is now in Baltimore.

NAMES OF THE RELEASED PRISONERS.

Gorham Noble, Co. F, Seventy-first New York.
G. W. Ashley, Co. I, Second New York.
John Alderson, Co. E, First Maine.
F. J. Biarns, Co. D, Fourteenth New York.
James Banks Co. I, Second Maine.
J. T. Claque, Co. I, Twenty-seventh New York.
Andrew Curtis, Co. C, Second Wisconsin.
W. H. H. Dooley, Co. A, First Minnesota.
R. Duncanson, Co. H, United States Marines.
J. H. Jenks, Serg't Co. E, Twenty-fifth New York.
P. C. Irvine, Co. G, Second Maine.
James Kieffer, Co. A, First Minnesota.
J. J. Lucan, Co. F, Seventy-first New York.
H. Mindamus, Co. F, Fourteenth New York.
Wm. Mitcham, Co. G, Thirty-seventh New York.
Ely Miller, Co. I, Sixth Ohio.
Wm. Mitchell, Co. F, Seventy-ninth New York.
D. Mathews, Co. I, Fourth Maine.
Pat. McGin, Thirty-eighth New York.
G. G. Nellis, Co. B, First Minnesota.
W. A. Owens, Co. I, Second Wisconsin.
W. A. Perry, Co. G, Twenty-fifth New York.
Charles H. Preston, Co. D, Third Maine.
J. L. Rice, Co. A, Second New Hampshire.
R. H. Shaft, Co. B, Eighth New York.
John Stromer, Co. G, Thirteenth New York.
Henry Solger, Co. E, Second U. S. Artillery.
Solomon Wood, Co. G, Twenty-seventh New York.
Charles White, Co. I, Twelfth Ohio.
J. H. H. Willis, Co. I, Second Artillery.
Wm. Aplin, Co. A, Twenty-seventh New York.
L. Ballard, Co. H Third Maine.
R. Burns, Hospital Nurse, Co. B, Second Wisconsin.
A. Beane, Co. D, Second Wisconsin.
F. Breme, Co. I, Second Wisconsin.
I. Borden, Co. C, Twenty-seventh New York.
T. J. Briggs, Co. G, Twenty-seventh New York.
H. P. Boyd, Co. H, Twenty-seventh New York.
H. L. Brackenreed, Co. I, Second Vermont.
A. Benson, Co. A, Fourth Michigan.
C. R. Brookins, Co. G, Fourth Maine.
John Barrett, Co. A, Unit d States Marines.
W. H. Breeze, Co. I, Thirty-eighth New York.
August Blaney, Massachusetts.
Edwin Bond, Co. G, Twenty-seventh New York.
J. Chamberlain, Co. A, Twenty-seventh New York.
A. H. Carroll, Co. B, Twenty-seventh New York.
A. Crosin, Co. B, Eighteenth New York.
G. W. Dilley, Co. I, Second Wisconsin.
J. M. McAulay, Co. D, Twenty-seventh New York.
T. Murray, Co. D, Second Vermont.
G. A. Martin, Co. E, Second Vermont.
J. W. Morrow, Co. H, Third Maine.
H. McKinley, Co. K, Eighteenth New York.
G L. Mudge, Co. K, Twenty-seventh New York.
V. Mudgo, Co. K, Twenty-seventh New York.
Oliver Matson, Co. A, Second Rhode Island.
C. E Nash, Co. K, Twenty-seventh New York.
D. O Bowen, Co. G, Second Wisconsin.
S. D. Pitcher, Co. G, Second Wisconsin.
C. B. Patten, Co. B, Eighteenth New York.
N. F. Palmer, wagon-master, Eighth Pennsylvania.
J. Reynolds, Co. E, Third Michigan.
W. B. Robertson, Co. I, Second Wisconsin.
W. P. Smith, Co. B, Twenty-seventh New York.
P. A. Shuter, Co. C, Second Vermont.
D. H. Stickney, Co. D, Second Vermont.
P. Stem, Co. B, Twenty-seventh New York.
G. B. Shaffer, corporal Co. F, Thirteenth Ohio.
Charles Shaw, Co. H, Eighteenth New York.
W. Taylor, fifer, Co. E, Second Wisconsin.
C. A. Dumell, Co. B, Twenty-seventh New York.
Frederick Durand, Co C, Twenty-first New York.
O. G. Evanson, Co. K, Second Wisconsin.
F. Fanning, Co. C, Twenty-seventh New York.
R. Flarity, Co. D, Twenty-seventh New York.
R. Flynn, Engineer Corps, Co. C, Ninth United States Marines.
J. C. Fowler, Co. K, Twenty-seventh New York.
A. Newton, Co. G, Second Maine.
S. Graham, Co. E, Second Wisconsin.
J. Gregory, Sergeant Second Wisconsin.
A. Grant, Co. H, Second Ohio.
A. L. Graves, Co. C, Second Vermont.
W. Gifford, Co. B, Second Wisconsin.
E. Grinnell, Co. K, Second Wisconsin.
J. M. Hawkins, Co. B, Second Wisconsin.
L. H. Hagadorn, Captain Co. F, Second Wisconsin.
A. Henry, Co. F, Second Wisconsin.
D. C. Heldridge, Co. H, Second Wisconsin.
A. H. Hunt, Co. G, Twenty-seventh New York.
W. Hall, Co. G, Twenty-seventh New York.
Chas. H. Hunt, Co. B, Twenty-seventh New York.
O. F. Jewett, Co. K, Twenty-seventh New York.
J. Jones, Co. D, Second Wisconsin.
W. Johnson, Co. K, Twelfth New York.
C. H. Lewis, fifer, Co. H, Second N. Hampshire.
James Livingstone, Co. C, Fourth Michigan.
Oliver Lewis, fifer, Co. H, Second N. Hampshire.
H. Murray, Co. C, Second Michigan.
W. McLaren, Co. I, Seventy-ninth New York.
James Pratt, Co. C, Third New York.
Eugene Wilmer, Co. C, First Minnesota.
John Morgan, Co. K, Eleventh New York.
And. Thompson, drummer, Co. F, Eleventh Mass.
Nathan Heath, Co. A, Second Wisconsin.
H. B. Stull, orderly sergeant, Eighteenth N. York
W. H. Millett, Co. E, Fourteenth New York.
D. B. Wood, Co. K, Fifth Maine.
R. O. Fife, corporal, Co. C, Second Vermont.
C. W. Fairfield, Co. D, Thirty-eighth New York.
D. Blanchard, Co. H, Eleventh Massachusetts.
E. Sneeley, Co. G, Thirty-eighth New York.
H. Williams, sergeant, Co. C, First Minnesota.
J. A. Cowburn, Co. K, Thirty-eighth New York.
H. Genick, Co. F, Twenty-seventh New York.
C. S. M. Cobb, hospital steward, Eleventh Maine.
R. Davidson, Seventy-ninth New York.
H. Van Brunn, Co. K, Thirty-eighth New York.
A. Gauss, Co C, Thirty-eighth New York.
W. Hamlin, Co. D, Fifth Maine.
S C. Duff, Co. C, First Kentucky.
John Greenaner, Co. H, Second Ohio.
S. Hartmeyer, Co. A, First Michigan.
W. Mansfield, Co. H, Eleventh Massachusetts.
J. W. B. Lippman, Co. E, Eleventh Massachusetts.
John Hogan, Co. D, Twenty-seventh New York.
E. Marsh, Co E, Thirty-eighth New York.
J. Griffith, Co. G, Second Ohio.
P. Egensolf, citizen, New York.
J. M. Phillips, Co. H, Third U. S. Infantry.
R. Massick, Co. E, DeKalb regiment.
John Hird, Co C, Thirty-eighth New York.
R. G. Bickford, Co. F, Fourth Maine.
W. R. Moulton, sergeant, Co. D, Third Conn.
H. W. Pallard, Co. G, Second Maine.
M. White, United States Infantry.
W. H. Merrill, sergeant, Co. E, Twenty-seventh New York.
A. B. Smith, Co. G, Fourteenth New York.
M. Seiler, Co. I, Sixth Ohio.
B. L Blunt, sergeant, Eighth New York.
E. A. Mellen, sergeant, Co. G, Twentieth Mass.
John Tyler, Company D, Thirty eighth N. Y.
James Thomas, Company I, Seventy-ninth N. Y.
W. T. Williamson, Fourteenth New York.
A. Keller, Thirty-eighth New York.
P Kelly, Company H, Thirteenth New York.
E. Sweeney, engineer, Sixty-ninth New York.
F. W. Lacey, Company F, Second New York.
J. D Toney, Company H, Fourth Maine.
W. Fielding, Company F, Twenty-eighth N. Y.
Joseph Brooks, Second Rhode Island Battery.
W. K. Edgar, Company G, Eleventh Massachusetts.
S. Crymble, Company G, Seventy-ninth New York.
W. Eades, Company H, Eleventh Massachusetts.
C. McManus, Company E, Eleventh New York.
John Waite, Company C, Seventy-ninth New York.
D. Wares, Company C, Seventy-ninth New York.
C. W. Wills, Company F, First Maine.
J. Emerson, Company R, Second New Hampshire.
L. Farley, Company H, Second New York.
W. W. Gage, Seventy-ninth New York.
James Gillett, engineer, Seventy-first New York.
Charles L. Chapman, Co. B, Seventh Ohio.
M. D. Walsh, Co F, Sixty-ninth New York.
M. M. Grane, Co. B, Thirty-eighth New York.
W. Smithers, Co. G, First Minnesota.
J. Hollock, Co. K, Second Wisconsin.
J. Hewitt, Co. G, Twenty-seventh New York.
J. S. Spaulding, Co. G, Second Maine.
S. Ven Doyer, Co. I, Thirty-eighth New York.
L. King, Co. F, Second Rhode Island.
J. H. Hart, Co. B, Thirty-eighth New York.
C. Hydockel, Co. A, Thirty-eighth New York.
R Emery, Co. D, Second Maine.
J. McCormick, Co. C, Sixty-ninth New York.
W. Halstead, Co. F, First Minnesota.
M. Dowling, Thirty-eighth New York.
W. E. Murphy, corporal, Co. A, Second Vermont.
J. Clark, Co. C, Fourteenth New York.
F. Holfer, hospital nurse, Co. C, Thirty-eighth N. Y.
C. Tucker, Co. H, Twenty-seventh New York.
B. Taylor, Co. D, Second Vermont.
W. A. Tucker, corporal, Co. G, Second New York.
W. Trail, Co. D, Twenty-seventh New York.
J. Tripp, steward, Eighth Pennsylvania.
W. Van Alstine, Co. C, Twenty-seventh New York.
H. Van Dresser, Co. K, Twenty-seventh New York.
Ed. Watrous, Co. F, Twenty-seventh New York.
J. R. Wheeler, Co. A, Second Vermont.
E. J. Williams, Co. F, Fifth Massachusetts.
A. P Brushford, Co. F, First Rhode Island.
W. S. Noyes, hospital steward, First Minnesota.
P. R. Dunne, engineer, Sixty-ninth New York.
Oscar Sears, hospital steward, First Minnesota.
James Reed, sergeant, Co. D, Seventy-ninth N. Y.
Hubbard Smith, corporal, Co. A, First New York.
Julius Smith, Company C, First Minnesota.
D. H Perkins, Company G, First Rhode Island
L Christoy, First Artillery United States.
Robert Brown, Sergt., Company B, Eleventh N. Y.
J. W. Commisky, Corporal California Guard.
Thos. Daisey, Company G, Seventy-first New York.
R F. Dunnigan, Company H, Thirty-eighth N. Y.
Geo. Gray, Company I, First Artillery U. States.
Henry Hedge, Company G, Thirty-eighth N York.
John Ingraham, Company H, Second New York.
F. Kelley, Company B, Thirty-eighth, New York.
E. H. Kellogg, Company B, Thirty-eighth N. York.
T. H. Lone, Company A, Seventy-ninth N. York.
Jas. Laughland, Company H, Seventy-ninth N. Y.
R. Welch, Company A, Second Wisconsin.
E. H. Warner, Company I, Twenty-seventh N. Y.
Stiles Middleton, Company E, Fourteenth, N Y.
Thos. S. Parker, Company G, First Massachusetts.
Benj. Perkins, Company A, U. S. Marines.
Michael Monahue, Co. B, Second R. I.
A. Raymond, Co. K, Thirteenth New York.
J. H. Reed, sergeant, Co. A, Second Maine.
Thomas Sullivan, Seventy-ninth New York.
N. Van Housen, Seventy-ninth New York.
Bushrod Vaugh, Co. D, Seventy-first New York.
E. Weatherill, corp'l, Co. I, Seventy-ninth N. Y.
John Whelan, Co. F, Eleventh Massachusetts.
T. H. Yates, Co. C, Twenty-seventh New York.
James Morrow, Co F, Fourteenth New York.
D. H. Whittaker, Co. F, Seventy-first New York.
J. McGrath, Co. D, Eleventh New York.
G. Fisdick, Co. A, Eleventh New York.
Walter Hutchins, Co. B, First Michigan.
J. S. Cavanaugh, corp'l, Co. D, Thirteenth N. Y.
D. B. Tompkins, Co. C, Seventy-first New York.
W. J. Wade, Co. G, Second Maine.
J. A Bailey, Co. G, Second Maine.
J. W. Carroll, Co. B, Third U. S. Infantry.
G. Maddox, Co. D, First Minnesota.

The Released Federal Prisoners at Baltimore.

The Baltimore *Patriot*, of Saturday evening, says:

The steamer which arrived this morning from Fortress Monroe brought up two hundred and forty released prisoners, who had been exchanged for an equal number of rebel prisoners, through the agency of a flag of truce from Norfolk. They are a part of those captured at Bull Run, and since held prisoners of war at Richmond.

The boat arrived at the wharf at 20 minutes past 7 o'clock, and the released prisoners were met by a large crowd of Union men, who took them in charge, and marched them up Lombard street to Hanover, down Hanover to Pratt street, thence to Eutaw street, to the rooms of the Union Relief Association, where an excellent breakfast awaited them, got up by the Union citizens of Baltimore. From three to five thousand persons were in the vicinity of the rooms, all anxious to get a glimpse of the prisoners.

At ten o'clock General Dix and staff made their appearance at the rooms, and he was greeted with repeated cheers by the soldiers. He conversed for some time with the privates, after which he took his leave.

It is well to remark that General Dix stated that, had General Wool notified him that the prisoners would reach here this morning, he would have had a military escort awaiting them at the wharf; but not being informed, he thought that their departure from Fortress Monroe had been postponed.

They give a sad report of their treatment while in the hands of the rebels at Richmond, and declare that, before they would be taken again, they would put an end to their existence. They also corroborate the statement that the prisoners were shot by the rebel guards at every opportunity that presented itself. They were in the second story of the building, and often shots would be fired on the first floor, the bullets penetrating through the ceiling, into their apartments, wounding or killing some of them. If they went near the window they were sure of being shot at by some one on the outside of the building, and often by the sentinels.

They state that they did not get any portion of the clothing sent down by our Government for them, nor have they seen it. Their clothing was of the most common kind, and it would have been very acceptable had they received what the Government sent them.

Some of the prisoners say that the release of Mason and Slidell had caused great excitement at Richmond, the people abusing our Government for having, as they said, bent the knee to Great Britain. They also declared that its prestige was gone; that it was broken up; and that it would soon be glad to join the Southern Confederacy, provided they were willing to receive them.

[From the London Times of Dec. 21.]

"These be the Trappings and the Signs of Woe."

The following is the ceremonial to be observed on the occasion of the funeral of Prince Albert:

On the morning of Monday, December 23, 1861, the remains of Field-Marshal his late Royal Highness the Prince Consort, husband of the Queen's Most Excellent Majesty, Duke of Saxony, and Prince of Saxe-Cobourg and Gotha, Knight of the Most Noble Order of the Garter, will be removed from Windsor Castle for interment in the Royal vault in St George's Chapel, in the following order, shortly before 12 o'clock:

A guard of honor of the Grenadier Guards, of which regiment his late Royal Highness was colonel, will mount at the entrance to the state apartments of Windsor Castle.

A mourning coach, drawn by four horses, conveying two valets and two yägers of his late Royal Highness.

A mourning coach, drawn by four horses, conveying the four physicians who were in attendance upon his late Royal Highness.

A mourning coach, drawn by four horses, conveying an equerry to his late Royal Highness, an equerry to his Royal Highness the Prince of Wales, an equerry to his Royal Highness the Duke of Cambridge, and an equerry to her Royal Highness the Duchess of Cambridge.

A mourning coach, drawn by four horses, conveying two equerries and two gentlemen ushers of his late Royal Highness.

A mourning coach, drawn by four horses, conveying the Lord and Groom in Waiting to the Queen, the Clerk Marshal, and the Master of the Household.

A mourning coach, drawn by four horses, conveying four of the supporters of the pall of his late Royal Highness, viz: Major General Wylde and Colonel Francis Seymour, C. B., Grooms of the Bedchamber to his late Royal Highness; Lieutenant Colonel the Hon. Dudley De Ros, and Major C. T. Du Plat, Equerries to his late Royal Highness.

A mourning coach, drawn by four horses, conveying four of the supporters of the pall of his late Royal Highness, viz: Lord Waterpark, Lord of the Bedchamber to his late Royal Highness; Colonel the Hon. Alexander Nelson Hood, Clerk Marshal to his late Royal Highness; Colonel the Hon. Charles B. Phipps, K. C. B., Treasurer to his late Royal Highness; Major General the Hon. Charles Grey, Private Secretary to his late Royal Highness.

A mourning coach, drawn by four horses, conveying the three great officers of Her Majesty's household, the Lord Steward, the Lord Chamberlain, and the Master of the Horse.

A carriage of the Queen's most excellent majesty, drawn by six horses, the servants in state liveries, conveying the crown of his late Royal Highness, borne by the Earl Spencer, Groom of the Stole to his late Royal Highness; and the baton, sword, and hat of his late Royal Highness, borne by Lord George Lennox, Lord of the Bedchamber to his late Royal Highness.

THE HEARSE,
Drawn by six horses, attended by an escort of the Life Guards.

A carriage of the Queen's Most Excellent Majesty, drawn by six horses; the servants in State liveries.

A carriage of his Royal Highness the Prince of Wales, drawn by six horses; the servants in State liveries.

A carriage of his Royal Highness the Duke of Cambridge, drawn by six horses; the servants in State liveries.

A carriage of her Royal Highness the Duchess of Cambridge, drawn by six horses; the servants in State liveries.

The line of procession will be kept by the Scots Fusilier Guards.

At half past 11 o'clock those who have had the honor to receive the Queen's commands to attend the ceremony, but who do not take part in the procession, will be admitted to St. George's Chapel, by Wolsey Hall, and will be at once conducted to seats in the Choir.

At 12 o'clock the Royal Family and other Royal personages will assemble in the Chapter Room of St. George's Chapel, from which they will be conducted to their places in the procession by the Lord Chamberlain, assisted by the Vice Chamberlain.

The remainder of those appointed to form part of the procession within the Chapel, having previously assembled in Wolsey's Hall, will take their places, and upon the arrival of the body at the South Porch the procession will be formed in the nave, and move up the Choir in the following order:

Valets of his late Royal Highness.
Yägers of his late Royal Highness.
Physicians who were in attendance upon his late Royal Highness.
Chaplains to his late Royal Highness.
The Representatives of absent Foreign Royal Personages.
The Controller and Equerry to her Royal Highness the Duchess of Cambridge.
The Equerry to his Royal Highness the Duke of Cambridge.
The Equerry to his Royal Highness the Prince of Wales.
The Equerries to his late Royal Highness.
The Master of the Household to the Queen.
The Equerry in Waiting to the Queen.
The Groom in Waiting to the Queen.
The Lord in Waiting to the Queen.
The Lord Steward. The Master of the Horse.
The Choir of Windsor.
The Canons of Windsor.
The Dean of Windsor.

THE BATON, SWORD, AND HAT
Of his late Royal Highness, borne upon a Black Velvet Cushion, by Lord George Lennox, Lord of the Bedchamber to his late Royal Highness.

THE CROWN
Of his late Royal Highness, borne upon a Black Velvet Cushion, by the Earl Spencer, Groom of the Stole to his late Royal Highness.

The Comptroller in the Lord Chamberlain's Department. The Vice-Chamberlain of Her Majesty's Household.

The Lord Chamberlain of Her Majesty's Household.

Supporters of the Pall.	Supporters of the Pall.
Colonel the Hon. Sir C. Phipps, K.C.B., Treasurer to his late Royal Highness.	Lord Waterpark, Lord of the Bedchamber to his late Royal Highness.
General the Hon. C. Grey, Private Secretary to his late Royal Highness.	Colonel the Hon. A. N. Hood, Clerk-Marshal to his late Royal Highness.
Major General Wylde, Groom of the Bedchamber to his late Royal Highness.	Lieutenant Col. Hon. Dudley De Ros, Equerry to his late Royal Highness.
Colonel Francis Seymour, C B., Groom of the Bedchamber to his late Royal Highness.	Major C. T. Du Platt, Equerry to his late Royal Highness.

Garter King of Arms.

THE CHIEF MOURNER,
HIS ROYAL HIGHNESS THE PRINCE OF WALES,
supported by
His Royal Highness Prince Arthur,
and by
His Royal Highness the Duke of Saxe-Cobourg and Gotha,
and attended by
Major General the Hon. R. Bruce.

His Royal Highness the Duke of Cambridge.
His Royal Highness the Crown Prince of Prussia.
His Royal Highness the Duke de Brabant.
His Royal Highness the Count de Flandres.
His Royal Highness the Duke de Nemours.
His Grand Ducal Highness Prince Louis of Hesse.
His Serene Highness Prince Edward of Saxe-Weimar.
His Serene Highness the Prince of Leiningen.
Count Gleichen.
His Highness the Maharajah Dhuleep Singh.

Equerry to his Royal Highness the Prince of Wales. Governor to his Royal Highness Prince Arthur.

Equerry to his Royal Highness the Duke of Cambridge.

Gentlemen in Waiting on his Royal Highness the Duke of Saxe-Coburg and Gotha, and upon his Grand Ducal Highness Prince Louis of Hesse.

Upon arrival within the choir the bâton and cushion and the Crown and cushion will be placed upon the coffin. His Royal Highness, the chief mourner, will stand at the head of the corpse, with his Royal Highness Prince Arthur and his Royal Highness the Duke of Saxe-Coburg and Gotha on either side. The other Royal personages will stand behind his Royal Highness the chief mourner, and their attendants near them.

The supporters of the pall will be on either side of the coffin.

The Lord Chamberlain will stand at the foot of the coffin.

The rest of the procession, having previously advanced towards the centre of the choir, will enter the pews on either side of the chapel.

The opening sentences of the burial service will be sung by the choir while the procession moves up the nave.

The first part of the service and the anthem (Martin Luther's hymn) having been performed, the corpse will be lowered into the royal vault, and the Dean will conclude the burial service, upon which Garter King of Arms will proclaim the style of his late Royal Highness.

After which the Royal family and other Royal personages will be conducted out of the chapel, and the others composing the procession will retire, while the Dead March in Saul will be played.

A guard of honor of the Grenadier Guards (of which regiment his late Royal Highness was colonel) will mount during the ceremony at the entrance of St. George's Chapel.

PHILADELPHIA BOARD OF TRADE.
EDMUND A. SOUDER, GEORGE L. BUZBY, EDWARD C. BIDDLE, } COMMITTEE OF THE MONTH.

LETTER BAGS
At the Merchants' Exchange, Philadelphia.

Ship Oliver Moses	Liverpool, soon
Ship Samuel Locke, Sweetser	Liverpool, soon
Bark Elizabeth J, Foulke	Barbadoes, Dec. 30
Brig J W Woodruff, Robinson	Ponce, PR, soon
Schr Trojan, Shourds	Barbadoes, soon
Schr S J Bright, Smith	Laguayra, soon
Schr James Allderdice, Stites	Cienfuegos, soon
Schr Wm Carroll, Chipman	Mayaguez, PR, soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Jan. 6, 1862.

SUN RISES......7 21 | SUN SETS......4 39
HIGH WATER......6 47

ARRIVED.

Steamship Kennebec, Garton, 24 hours from New York, with mdse to James Allderdice. Ship St James, hence for Mare Island, was aground off Delaware City, with tug America alongside; bark Thos Killam, for London, was off New Castle, at anchor; ship Manners Sutton, for Cork, was at anchor below New Castle.

CLEARED.

Steamship Kennebec, Garton, New York, J Allderdice.
Bark James Lemon, McCauley, Belfast, Geo Raphael & Co.
Schr L & R Smith, Smith, Havana, J Mason & Co.
Schr Ephraim & Anna, Dole, Key West, Tyler, Stone & Co.
Schr Thomas Borden, Wrightington, Fall River, Caleen & Co.
Schr John Guyant, Smith, Port Royal, captain.
Schr Sea Flower, Clark, New York, D Cooper.
Steamer R Willing, Claypoole, Baltimore, A Groves, Jr.
Str Planet, Wilcox, New York, captain.

(Correspondence of the Philadelphia Exchange.)
CAPE ISLAND, NJ, Jan 3.

The brigs Victoire, from Laguayra, and Henry Leeds, from Portland, passed in to-day.

The pilot boat John G Whilldin picked up yesterday, ten miles at sea, the buoy belonging at the Overfalls, and landed it at the Breakwater. Wind NW, and cold
Yours, &c. THOS B. HUGHES.

BY TELEGRAPH.
(Correspondence of the Philadelphia Exchange.)
LEWES, Del., Jan. 4.

The barks Elf, from Rio de Janeiro; Chevallie, from New York; schr Francis Edwards, from Remedios, and the schr Victoria, arrived at the Breakwater this morning. Wind northwest.
Yours, &c., JOHN P. MARSHALL.

MEMORANDA.

Ship Fanny McHenry, Smith, from Sunderland, at Bombay 13th Nov.
Ship W J Morris, Jackson, at Bombay 17th Nov, from Cardiff.
Ship Shakspeare, Noroross, from Liverpool, at Bombay 13th Nov.
Ship Panther, Ganett, at Bombay 18th Nov. from Calcutta.
Ship Norway, Major, from Calcutta, was in the river, Liverpool, 21st ult, outward bound.
Ship Art Union, Stubbs, from Boston, was at Calcutta 15th Nov.
Ship Templar, Martin, from Boston, was at Calcutta 16th Nov.
Ship Daring, Simonson, from Liverpool, at Calcutta 17th Nov.
Ship Boston, Jenkins, sailed from Bassein 23d Oct. for China.
Ship Mary Crocker, Williams, at Montevideo 1st Nov. from Cardiff.
Ship Ocean Belle, Krown, from Cardiff, at Montevideo 1st ult.
Ship Moses Wheeler, Whitmore, from Swansea for Chile, which put into Rio de Janeiro 17th Nov, had been surveyed on the 25th, and recommended to discharge.
Ship Lady Blessington, Bennett, from Boston, at Bombay 18th Nov.
Ship Gertrude, Congdon, at Bombay 19th Nov from Liverpool.
Ship Sea Lion, Alexander, from Shields, at Bombay 24th Nov.
Bark Lillie, Knowles, from Buenos Ayres, at Calcutta 13th Nov.
Bark Brothers, Adams, from Clyde, at Montevideo 15th Nov.
Bark Wm O'Swold, Hill, sailed from Rio de Janeiro 16th Nov for Delaware Breakwater.
Brig Bonanza, Stonarch, sailed from Rio de Janeiro 16th Nov. for Sandy Hook.
Brig T W Lucas, Perkins, at Gibraltar 13th ult. from Tarragona.
Brig Wm M Dodge, Anderson, sailed from Rio de Janeiro 23d Nov. for Philadelphia.
Brig Gitana, Spooner, for Philadelphia, sailed from Rio de Janeiro 23d Nov.
Brig Roska, Lichtenberg, from New York, at Rio de Janeiro 14th Nov.
Brigs J F Elliott and N Stowers, were at Port Royal 20th ult.
Schr Sydney Price, Godfrey, sailed from Buenos Ayres 26th Oct. for Cadiz.
Schr Naiad Queen, Hulse, cleared at New Haven 2d inst. for Philadelphia.
Schr Julius, Webb, for Philadelphia, cleared at New Haven 1st inst.
Schrs S S Lane, Soward, hence, arrived at New Haven 1st inst

GENERAL ORDER.

NAVY DEPARTMENT, December 23, 1861.

THE NAVY DEPARTMENT has a rendezvous for shipping men at each of the following places:
Portsmouth, New Hampshire.
Boston and New Bedford, Massachusetts.
New York.
Philadelphia and Erie, Pennsylvania.
Baltimore, Maryland; and
Washington, District of Columbia.

Seamen, ordinary seamen, and landsmen who can pass the usual surgeon's examination, by presenting themselves 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:

1st. An allowance of three cents per mile for travelling expenses.
2d. An advance of *three* months to seamen and ordinary seamen, and of *two* months to landsmen.
3d. Permission to leave an allotment of half pay to their families, to commence the date of their enlistment.
4th. To go on board ship in their ordinary clothes, where an outfit will be furnished and charged as per list, being the present prices, viz:

One pea-jacket	$11 00
One pair blue cloth trowsers	3 39
One blue flannel overshirt	1 60
Two under flannel shirts	2 32
Two pairs woollen drawers	2 16
One mattress	4 90
Two blankets	3 90
One seamless cap	1 00
One black silk handkerchief	1 00
	$31 27

The pay of petty officers averages $20 to $25 per month.
Do. seamen ......18 do.
Do. ordinary seamen ......14 do.
Do. landsmen ......12 do.
And food found.

No landsman will be allowed to take the benefit of this regulation who has not been four months at sea, or on the lakes or rivers.
GIDEON WELLES,
de27-frm&w6t Secretary of the Navy.

PHILADELPHIA AND READING RAILROAD 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.
Season school-tickets may also be had at 33 per cent. discount.
These tickets will be sold by the Treasurer at No. 227 South FOURTH Street, where any further information can be obtained. S. BRADFORD,
ap20-tf Treasurer.

WEST CHESTER RAILROAD TRAINS via PENNSYLVANIA RAILROAD, leave depot, corner ELEVENTH and MARKET Streets, at 8 A. M., 12.30 noon, and 4 P. M. no2-tf

FOR SALE AND TO LET.

SHIP TIMBER FOR SALE.—Several Tracts of WHITE-OAK TIMBER LAND in Dorchester county, Maryland, convenient to navigable water. For particulars apply to
JAS. T. McCULLOUGH,
de25-1m* Elkton, Md.

FOR EXCHANGE—A FINE MILL PROPERTY, on the Eastern Shore of Maryland, consisting of Grist, Saw, and Carding Mills, Wheelwright Shop, Blacksmith Shop, Store, &c., comprising a whole village, with about 30 acres of ground; superior water power—no equal in the country; bringing a rental of $1,500 per annum. Apply to
J. H. WATERS,
de6-tf 110 South FOURTH Street.

FOR SALE—A LARGE FACTORY BUILDING, covering a lot of ground 100 feet by 150 feet, having three fronts, with a large Steam Engine, and all in complete order, situate in the centre of the city. Will be sold at a great sacrifice. No money required. Part can remain on the premises, and the balance will be taken in city property. Apply to
J. H. WATERS,
de6-tf 110 South FOURTH Street.

FARM FOR SALE.—A FARM, in excellent state of cultivation, containing fifty-one acres, (nine of which are woodland,) pleasantly situated in Limerick township, Montgomery county, two and a half miles from the Limerick station, on the Reading Railroad, is offered for sale. Price—Five thousand dollars ($5,000). Apply on the premises.
no16-tf SAMUEL H. GRAFF.

FOR SALE—A Desirable FARM, containing 95 acres of superior land, near Sandy Run Station, North Pennsylvania Railroad, with first-class Stone buildings. Principal part of the purchase-money can remain at 5 per cent. Apply to
E. PETTIT,
ja1 No. 309 WALNUT Street.

LEGAL.

ESTATE OF JAMES MURPHY, DECEASED.—Letters testamentary upon the Estate of JAMES MURPHY, late of the city of Philadelphia, cabinet-maker, dec'd, having been granted by the Register of Wills to the undersigned, all persons indebted to the Estate will please make payment, and those having claims will present them to the Executors, at 500 South FRONT Street, Philadelphia.
JOHN GEGAN, M. D.,
CHARLES STAGG,
Executors.
Or their Attorney, WM. ERNST,
ja3-6t* 512 WALNUT Street.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of JULIEN CORVAIZIER, deceased.
The Auditor appointed by the Court to audit, settle and adjust the account of FANNY CORVAIZIER, Administratrix of the Estate of the said decedent, and to make distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on MONDAY, the 13th day of January, 1862 at 4 o'clock, P. M., at his office, No. 116 South SIXTH Street, in the city of Philadelphia.
ja2,4,6,8,10 JAMES B. DOYLE, Auditor.

IN THE COURT OF COMMON PLEAS FOR NORTHAMPTON COUNTY, PA.
The undersigned, appointed by the said Court to make distribution of the balance in the hands of GEORGE W. FOERING, Trustee for the sale of the Real Estate of the NORTHAMPTON SLATE QUARRY COMPANY, will meet the parties interested, for the purposes of his appointment, on WEDNESDAY, the 22d of January, 1862, at 10 o'clock A. M, at the WETHERILL HOUSE, SANSOM Street, Philadelphia.
ja3-fmw-5t R. E. WRIGHT, Auditor.

IN THE ORPHANS' COURT FOR THE COUNTY OF PHILADELPHIA.
Estate of PHILIP 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 PHILIP 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 appointment on TUESDAY, January 7, 1862, at four o'clock P. M., at Arbitration Rooms, Washington Buildings, 274 South THIRD Street, Philadelphia.
de25-wfm 5t

ESTATE OF GEO. W. FARNUM, DECEASED.
Letters of Administration upon the Estate of GEORGE W. FARNUM, deceased, having been granted to the undersigned by the Register 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 TESTAMENTARY to the Estate of LEWIS B. TAYLOR, deceased, having been granted to the undersigned, all persons having claims against said Estate are requested to present them for settlement, and those indebted to make payment to
GEORGE W. TAYLOR,
SAMUEL L CREUTZBORG,
or RICHARD R. DUTTON, Executors,
de9-m6t* S. E. cor. of FIFTH and MARKET Sts.

VAN WALTERSDORFF vs. VAN WALTERSDORFF, C. P., S. T., 1861. No. 5. Sur Rule for Divorce *a vinculo matrimonii*, returnable on SATURDAY, January 11, 1862, at 10 A. M. AMOS G. VAN WALTERSDORFF, Respondent, will please notice above rule.
M. J. MITCHESON, Libellant's Attorney.
December 28th, 1861. de30-mw4t

MEDICINAL.

DR. VERNON PIERPOINT,
MEMBER OF THE
ROYAL COLLEGE OF PHYSICIANS, ENGLAND,
Author of "Skin Diseases and their Remedies," and "Diseases of the Rectum." May be consulted at his Residence,
1012 WALNUT STREET, PHILADELPHIA,
FROM 10 O'CLOCK A. M. TILL 8 O'CLOCK P. M., OR BY APPOINTMENT.
Dr. PIERPOINT has been especially successful in his treatment of the following diseases: SKIN DISEASES of Every Nature, NEURALGIA, RHEUMATISM, DYSPEPSIA, and DISEASES of the RECTUM. no25-tf

GLUTEN CAPSULES OF PURE COD-LIVER OIL.
The repugnance of most patients to COD-LIVER OIL, and the inability of many to take it at all, has induced various forms of disguise for its administration that are familiar to the Medical Profession. Some of them answer in special cases, but more often the vehicle neutralizes the usual effect of the Oil, proving quite as unpalatable and of less therapeutic value. The repugnance, nausea, &c., to invalids, induced by disgust of the Oil, is entirely obviated by the use of our CAPSULES. COD-LIVER OIL CAPSULES have been much used lately in Europe, the experience there of the good results from their use in both hospital and private practice, aside from the naturally suggested advantages, are sufficient to warrant our claiming the virtues we do for them, feeling assured their use will result in benefit and deserved favor. Prepared by
WYETH & BROTHER,
de9-tf 1412 WALNUT Street, Philadelphia.

SPERMATORRHEA.—ONE TO SIX Boxes of "WINCHESTER'S SPECIFIC PILL" will permanently cure any case of Seminal Weakness, or its resulting impotency, however aggravated, and whether recently developed or of long standing.
READ THE TESTIMONY.
"We believe it to be *as near a specific as any medicine can be.* We have cured *many severe cases* with 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. Sold only by S. C. UPHAM, 310 CHESTNUT Street, sole agent for Philadelphia. Trade supplied.
no27-wfm3m

CONSUMPTION.
WINCHESTER'S
genuine preparation of
DR. J. F. CHURCHILL'S
HYPOPHOSPHITES OF LIME AND SODA,
A Specific Remedy for the treatment of
CONSUMPTION.
The great success which has attended the use of the Hypophosphites is creating a very general inquiry, not only among the medical profession, but also among the thousands who are suffering from Pulmonary Disease.
In all Nervous or Scrofulous Complaints, Debility, Loss of VITAL POWER, Dyspepsia, Indigestion, and Female Weaknesses, it is a sovereign and invaluable remedy.
Price $1, or six bottles for $5, with full directions. Circulars may be obtained by all inquirers. Sold wholesale and retail, by
S. C. UPHAM,
310 CHESTNUT Street,
Sole agent for Philadelphia. Trade supplied.
no27-wfm3m

HOTELS.

A 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, CHADWICK, & CO.
WASHINGTON, July 16, 1861. au23-1y

WINES AND LIQUORS.

PURE 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 above wine at CANTWELL & KEFFER'S,
Southeast corner GERMANTOWN Avenue and MASTER Street.

HENNESSY, VINE-YARD PROprietors, Bisquit, Tricoche & Co., Marett, Pinet, and other approved brands of COGNAC BRANDY, for sale, in bond and from store, by
CANTWELL & KEFFER,
Southeast corner GERMANTOWN Avenue and MASTER Street.

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

ZOUAVE CHAMPAGNE.—A new brand—an excellent article. Imported and for sale at a price to suit the times, by CANTWELL & KEFFER, southeast corner of GERMANTOWN Avenue and MASTER Street.

RUDESHEIMER-BERG, LAUBENHEIMER, and HOCKHEIMER WINE, in cases of one dozen bottles each; warranted pure. Imported and for sale low by CANTWELL & KEFFER, southeast corner GERMANTOWN Avenue and MASTER Street.

ZIMMERMAN'S DRY CATAWBA WINE.—This approved brand of Cincinnati wine, the best article out for "cobblers," for sale pure, bottled and in cases, by CANTWELL & KEFFER, southeast corner GERMANTOWN Avenue and MASTER Street. se24-6m

PAMPHLET PRINTING, AND every other description of Printing, of the most superior quality, at the most reasonable rates, at RINGWALT & BROWN'S, Drexel's Building, 34 South THIRD Street. no20

BOOK BINDING
OF EVERY DESCRIPTION
EXECUTED IN THE BEST MANNER,
AT VERY LOW PRICES,
At W. G. PERRY'S,
BOOKBINDER,
de20 1m S. W. Corner FOURTH and RACE.

RAILROAD LINES.

THE PENNSYLVANIA CENTRAL RAILROAD.
THE GREAT DOUBLE TRACK ROUTE.
1862. 1862.
THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.
THE GREAT SHORT LINE TO THE WEST.
Facilities for the transportation of passengers to and from Pittsburg, Cincinnati, Chicago, St Louis, St. Paul, Nashville, Memphis, New Orleans, and all other towns in the West, Northwest, and Southwest, are unsurpassed for speed and comfort by any other route. Sleeping and smoking cars on all the trains.
THE EXPRESS RUNS DAILY; Mail and Fast Line Sundays excepted.
Mail Train leaves Philadelphia at..........8.00 A. M.
Fast Line " " ....11.30 A. M.
Express Train " " ....10.30 P. M.
Parkesburg Accommodation leaves Phila. at..12.30 P. M.
Harrisburg " " " ..2.30 P. M.
Lancaster " " " ..4.00 P. M.
West Chester passengers will take the Mail Train, the Parkesburg Accommodation, and the Lancaster Accommodation.
Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 8 A. M. and 2.30 P. M., go directly through.
For further information apply at the Passenger Station, S. E. corner of ELEVENTH and MARKET Streets.
By this route freights of all descriptions can be forwarded to and from any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by *railroad direct*, or to any port on the navigable rivers of the West, by steamers from Pittsburg.
The rates of freight to and from any point in the West by the Pennsylvania Railroad, are, at all times, as favorable as are charged by other Railroad Companies. Merchants and shippers entrusting the transportation of their freight to this Company, can rely with confidence on its speedy transit.
For freight contracts or shipping directions apply to or address the Agents of the Company.
S. B. KINGSTON, Jr., Philadelphia.
D. A. STEWART, Pittsburg.
CLARKE & Co., Chicago.
LEECH & Co., No. 1 Astor House, or No. 1 South William street, New York.
LEECH & CO., No. 77 Washington street, Boston.
MAGRAW & KOONS, No. 80 North street, Baltimore.
H. H. HOUSTON, Gen'l Freight Agent, Phila.
L. L. HOUPT, Gen'l Ticket Agent, Phila.
ENOCH LEWIS, Gen'l Sup't, Altoona. jy1-tf

1861. 1861.
ARRANGEMENT OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.
FROM WALNUT-STREET WHARF AND KENSINGTON DEPOT.
WILL LEAVE AS FOLLOWS—VIZ:

	FARE
At 6 A. M., via Camden and Amboy, C. and A. Accommodation	$2 25
At 6 A. M., via Camden and Jersey City, (N. J. Accommodation)	2 25
At 9¼ A. M., via Kensington and Jersey City, Morning Mail	3 00
At 12½ P. M., via Camden and Amboy, Accommodation	2 25
At 2 P. M., via Camden and Amboy, C. and A. Express	3 00
At 4 P. M., via Camden and Jersey City, Evening Express	3 00
At 4 P. M., via Camden and Jersey City, 2d Class Ticket	2 25
At 6¾ P. M., via Kensington and Jersey City, Evening Mail	3 00
At 12 P. M., via Kensington and Jersey City, Southern Mail	3 00
At 5 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger)—1st Class Ticket..	2 25
Do. do. 2d Class Ticket..	1 50

The 6¾ P. M. Mail Line runs daily, Sundays excepted. The 12 P. M Southern Mail runs daily.
For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, &c., at 7.10 A. M. from Kensington, via Delaware, Lackawanna, and Western R. R.
For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7.10 A. M. and 3 P. M. from Kensington Depot; (the 7.10 A. M. line connects with train leaving Easton for Mauch Chunk at 3.35 P. M.)
For Mount Holly at 6 A. M., 2 and 4 P. M.
For Freehold at 6 A. M. and 2 P. M.
WAY LINES.
For Bristol, Trenton, &c., at 7.10 and 9¼ A. M., and 3, 5, 6.30, and 12 P. M., from Kensington.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12½, 1, 4, 5, and 5½ P. M.
☞ For New York and Way Lines leaving Kensington Depot, take the cars, on Fifth street, above Walnut, half an hour before departure. The cars run into the depot, and on arrival of each train run from the depot.
Fifty Pounds of Baggage, only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD.
FOR BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, HAZLETON, EASTON, ECKLEY, &c.
WINTER ARRANGEMENT.
THREE THROUGH TRAINS.
On and after MONDAY, NOVEMBER 4, 1861, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, daily, (Sundays excepted,) as follows:
At 6.40 A. M., (Express,) for Bethlehem, Allentown, Mauch Chunk, 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.
At 5.05 P. M., for Bethlehem, Allentown, Mauch Chunk, &c.
At 9 A. M. and 4 P. M., for Doylestown.
At 6 P. M., for Fort Washington.
The 6.40 A. M. Express Train makes close connection with the Lehigh Valley Railroad at Bethlehem, being 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 5.83 P. M.
Leave Doylestown at 6.30 A. M. and 3.20 P. M.
Leave Fort Washington at 6.50 A. M.
ON SUNDAYS—Philadelphia for Fort Washington 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...$1.50 | Fare to Mauch Chunk..$2.60
Fare to Easton...... 1.50 |
Through Tickets must be procured at the Ticket Offices, at WILLOW Street, or BERKS Street, in order to secure the above rates of fare.
All Passenger Trains (except Sunday Trains) connect at Berks street with the Fifth and Sixth streets, and Second and Third-streets Passenger Railroads, twenty minutes after leaving Willow street.
no4 ELLIS CLARK, Agent.

WINTER ARRANGEMENT.—PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.
On and after MONDAY, JAN. 6, 1862,
PASSENGER TRAINS LEAVE PHILADELPHIA:
For Baltimore at 3.30 A. M., 8.15 A. M., 11.35 A. M., (Express), and 11.00 P. M.
For Chester at 8.15 A. M., 11.35 A. M., 3.45 and 11 00 P. M.
For Wilmington at 3.30 A. M., 8.15 A. M., 11.35 A. M., 3 45 and 11.00 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 Salisbury at 8.15 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).
Leave Wilmington at 7.30 and 11.33 A. M., 4.15, 8 45, and 9.50 P. M.
Leave Salisbury at 2.35 P. M.
Leave Milford at 4.55 P. M.
Leave Dover 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 Baltimore for Salisbury and intermediate stations 5.20 and 7 P. M; for Dover and intermediate stations 11.00 P. M.
TRAINS FOR BALTIMORE:
Leave Chester at 8.45 A. M., 12.05 and 11.30 P. M.
Leave Wilmington at 4.30 A. M., 9.25 A. M., 12.35 P. M., and 12 10 A. M.
FREIGHT TRAIN, with Passenger Car attached, will run as follows:
Leave Philadelphia for Perryville and intermediate places at 5.10 P. M.
Leave Wilmington for Perryville and intermediate places at 7.10 P. M.
Leave Philadelphia for Chester, Wilmington, Stanton, Newark, Elkton, North East, Perryville, Havre-de-Grace, and Baltimore at 8.30 P. M.
Leave Baltimore for Havre-de-Grace and intermediate stations at 8.45 A. M.
Leave Wilmington for Philadelphia and intermediate places at 2.05 P. M.
ON SUNDAYS ONLY:
At 3.30 A. M. and 11.00 P. M. from Philadelphia to Baltimore.
At 7 from Baltimore to Philadelphia.
The 3.30 A. M. train from Philadelphia to Baltimore will run daily, *Mondays excepted.*
se28-tf S. M. FELTON, President.

PHILADELPHIA AND READING RAILROAD.
PASSENGER TRAINS FOR POTTSVILLE, READING, and HARRISBURG, 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 PENNSYLVANIA RAILROAD 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 Sunbury, &c.
AFTERNOON LINES.
Leave New Depot, corner of BROAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill sts.,) for POTTSVILLE and HARRISBURG, at 3.15 P. M., DAILY, connecting at Harrisburg with the Northern Central Railroad, for Sunbury, Williamsport, Elmira, &c. Express Train from New York via Easton makes close connection with the Reading Mail and Accommodation Trains, connecting at Harrisburg with the Pennsylvania Central 3.15 A. M. Train running west. For READING only, at 4.30 P. M., DAILY, (Sundays excepted.)
DISTANCES VIA PHILADELPHIA AND READING RAILROAD.

FROM PHILADELPHIA,	Miles.	
To Phoenixville	28	
Reading	58	Philadelphia and Reading and Lebanon Valley R. R.
Lebanon	86	
Harrisburg	112	
Dauphin	124	Northern Central Railroad.
Millersburg	142	
Treverton Junction	158	
Sunbury	169	
Northumberland	171	Sunbury and Erie R. R.
Lewisburg	178	
Milton	183	
Muncy	197	
Williamsport	209	
Jersey Shore	223	
Lock Haven	235	
Ralston	238	Williamsport and Elmira Railroad.
Troy	261	
Elmira	287	

The 8 A. M. and 3.15 P. M. trains connect daily at Port Clinton, (Sundays excepted,) with the CATAWISSA, WILLIAMSPORT, and ERIE RAILROAD, making close connections with lines to Niagara Falls, Canada, the West and Southwest.
DEPOT IN PHILADELPHIA: Corner of BROAD and CALLOWHILL Streets.
W. H. McILHENNEY, Secretary.
October 30, 1861.

FALL AND WINTER ARRANGEMENT.—PHILADELPHIA, GERMANTOWN, and NORRISTOWN RAILROAD.
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, 3, 4, 5, 6, 7, 8, 9, 10¼, and 11¼ P. M.
Leave Germantown, 6, 7, 7½, 8, 8½, 9¼, 10½, 11¼, A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9½, 11 P. M.
The 8½ A. M. train from Germantown stops at Duy's and Tioga only.
ON SUNDAYS.
Leave Philadelphia, 9.05 A. M., 2, 7, and 10¼ P. M.
Leave Germantown, 8.10 A. M., 1, 6, and 9¼ P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia, 6, 9, 11, A. M., 2, 4, 6, 8, and 10¼ P. M.
Leave Chestnut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 3.40, 5.40, 7.40, and 9.10 P. M.
ON SUNDAYS.
Leave Philadelphia, 9.05 A. M., 2 and 7 P. M.
Leave Chestnut Hill, 7.50 A. M., 12.40, 5.40, and 9.10 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia, 6½, 9.05, 11.05 A. M., 1½, 3.05, 4½, 6.05, and 8.05 P. M.
Leave Norristown, 7, 8, 9, 11 A. M., 1½, 4½, and 6 P. M.
ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3 P. M.
Leave Norristown, 7½ A. M., 5 P. M.
FOR MANAYUNK.
Leave Philadelphia, 6½, 9, 11 A. M., 1½, 3.05, 4½, 6.05, and 8.05 P. M.
Leave Manayunk, 6½, 7½, 8½, 9½, 11½ A. M., 2, 5, and 6½ P. M.
ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3 and 7 P. M.
Leave Manayunk, 7½ A. M., 5½ and 8 P. M.
H. K. SMITH, General Superintendent,
oc28-tf Depot NINTH and GREEN Streets.

SALES BY AUCTION.

FURNESS, BRINLEY, & CO.,
No. 429 MARKET STREET.
SALE OF FRENCH DRY GOODS.
On Friday Morning,
January 3, at 10 o'clock, by catalogue, for cash—350 lots of fancy and staple French dry goods.
☞ Samples and catalogues early on morning of sale.

N. F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 CHESTNUT St.
SALE OF AMERICAN AND IMPORTED DRY GOODS, GERMANTOWN FANCY KNIT GOODS, HOSIERY, NOTIONS, SKIRTS, STOCK GOODS, &c., by Catalogue
On Wednesday Morning,
January 8, commencing at 10 o'clock precisely.
FURS. FURS. FURS.
Also, On Wednesday Morning,
At 10 o'clock, an invoice of fashionable furs, buffalo and fancy robes, &c
ENGLISH TWIST GUNS.
Also, on account of whom it may concern, two English twist double-barrel guns.

L. B. HOPPIN, AUCTIONEER,
242 MARKET STREET.

PHILIP FORD & CO., AUCTIONEERS, Nos. 525 MARKET and 522 COMMERCE Streets

MOSES NATHANS, AUCTIONEER AND COMMISSION MERCHANT, southeast corner of SIXTH and RACE Streets.
NATHANS' PRINCIPAL MONEY ESTABLISHMENT.
250,000 TO LOAN.
In large or small amounts, from one dollar to thousands, on diamonds, gold and silver plate, watches, jewelry, merchandise, clothing, furniture, bedding, pianos, and goods of every description.
LOANS MADE AT THE LOWEST MARKET RATES.
This establishment has large fire and thief-proof safes, for the safety of valuable goods, together with a private watchman on the premises.
ESTABLISHED FOR THE LAST 30 YEARS.
ALL LARGE LOANS MADE AT THIS, THE "PRINCIPAL ESTABLISHMENT."
CHARGES GREATLY REDUCED.
AT PRIVATE SALE,
AT LESS THAN HALF USUAL STORE PRICES.
Gold and silver watches of every description, from one dollar to one hundred dollars each, gold chains, fashionable jewelry, diamonds, &c.

PROPOSALS.

OFFICE OF ASST. Q. M. U. S. A. —FORT MONROE, VA., December 24, 1861.
Sealed 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 8, 9, or 10-inch Cary's Rotary Pump, or other pump of equal capacity, with suction hose, (length and diameter to be named,) and sufficient number of discharge pipes; also, tender for fuel, and hose reel to accommodate 500 feet 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 being required with each, with all necessary connections; also, for 500 feet of India rubber delivery hose of the requisite strength, with 2½-inch connections. Bidders 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 steam for effective work, and such other information as will enable this Department to decide upon the bids. Separate proposals will be received for the one thousand feet of India rubber delivery hose if desired. Price in each case to include delivery at this post in full and complete working order. Bidders will also state when they can execute their proposals. (Signed)
de28-tja10 GRIER TALLMADGE, A. Q. M.

SEALED PROPOSALS ARE INvited till the 10th day of JANUARY, 1862, at 12 o'clock M., for supplying the Government with BEEF 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 shall average at least 1,300 pounds gross weight; and no animal will be received which weighs less than 1,000 pounds gross weight.
Government reserves to itself the right to pay in Treasury notes, and to reject any bid for any cause. No bid will be entertained unless the bidder is present to respond.
The bids to be directed to Major A. BECKWITH, C. S. U. S. A., Washington, D. C., and endorsed "Proposals for Beef."
FORM OF BID.
I, A B, do hereby propose to deliver to the Government good Beef Cattle on the hoof for ——— per hundred pounds gross weight. The Cattle to be delivered at ———, according to the terms of the enclosed advertisement. The Cattle to be weighed on the scales, and the weight so determined to be the purchase weight. I hereby agree to give a good and sufficient bond for the fulfilment of the contract, and to receive Treasury notes or other Government funds in payment for the Cattle.
de28-dtja9

OFFICE ARMY CLOTHING AND EQUIPAGE, N. E. corner TWELFTH and GIRARD Streets.
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. CROSMAN,
de27 Dep. Q. M. Gen., U. S. A.

SHIPPING.

WEEKLY COMMUNICATION BY STEAM BETWEEN NEW YORK AND LIVERPOOL, calling at QUEENSTOWN, (Ireland,) to land and embark passengers and 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.
EDINBURGH..........Saturday, Jan. 4, 1862
ETNA..........Saturday, Jan. 11.
KANGAROO..........Saturday, Jan. 18.
And every Saturday throughout the year, from PIER No. 44 N. R.
RATES OF PASSAGE THROUGH FROM PHILADELPHIA.
Cabin, to Queenstown, or Liverpool..........$75
Do. to London, via Liverpool..........$80
Steerage to Queenstown, or Liverpool..........$30
Do. to London..........$33
Do. Return tickets, available for six months, from Liverpool..........$60
Passengers forwarded to Havre, Paris, Hamburg, Bremen, and Antwerp at through rates.
Certificates of passage issued from Liverpool to New York..........$40
Certificates of passage issued from Queenstown to New York..........$30
These steamers have superior accommodations for passengers, are constructed with watertight compartments, and carry experienced Surgeons.
For freight, or passage, apply at the office of the Company,
JOHN G. DALE, Agent,
111 Walnut street, Philadelphia.
In Liverpool, to WM. INMAN,
Tower Buildings.
In Glasgow, to WM. INMAN,
ap8-tf 13 Dixon street.

LIVERPOOL, NEW YORK, AND PHILADELPHIA STEAMSHIP COMPANY.
NOTICE TO PASSENGERS.
By order of the Secretary of State, all passengers leaving the United States are required to procure passports before going on board the steamer.
no6-tf JOHN G. DALE, Agent.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
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 port of embarkation.
FROM NEW YORK TO LIVERPOOL.
Chief Cabin Passage..........$130
Second Cabin Passage..........75
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage..........$110
Second Cabin Passage..........60
The ships from New York call at Cork Harbor.
The ships from Boston call at Halifax and Cork Harbor.

PERSIA, Capt. Judkins.	AFRICA, Capt. Shannon.
ARABIA, Capt. J. Stone.	CANADA, Capt. J. Leitch.
ASIA, Capt. E. G. Lott.	AMERICA, Capt. Hockley.
AUSTRALASIAN, Capt. Cook.	NIAGARA, Capt. Moodie.
	EUROPA, Capt. Anderson.

SCOTIA, (now building.)
These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.
AFRICA, Stone, leaves N. York, Wednesday, Jan. 1.
NIAGARA, Moodie, " Boston, Wednesday, Jan. 8.
ASIA, Lott, " N. York, Wednesday, Jan. 15.
CANADA, Muir, " Boston, Wednesday, Jan. 22.
AFRICA, Shannon, " N. York, Wednesday, Jan. 29.
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 passage, apply to E. CUNARD,
mh4-tf 4 BOWLING GREEN, New York.

MACHINERY AND IRON.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having, for many years, been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boats, Water Tanks, Propellers, &c., &c., respectfully offer their services to the public, as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary, having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of Pattern making made at the shortest notice. High and Low Pressure, Flue, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings, of all sizes and kinds; Iron and Brass Castings, of all descriptions, Roll 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 repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy or light weights.
JACOB C. NEAFIE,
JOHN P. LEVY,
je14-tf BEACH and PALMER Streets.

J. VAUGHAN MERRICK, JOHN E. COPE, WILLIAM H. MERRICK, BARTLEY MERRICK.
SOUTHWARK FOUNDRY,
FIFTH AND WASHINGTON STREETS,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
Manufacture High and Low Pressure Steam Engines for land, river, and marine service.
Boilers, Gasometers, Tanks, Iron Boats, &c.; Castings of all kinds, either iron or brass.
Iron-Frame Roofs for Gas Works, Workshops, Railroad Stations, &c.
Retorts and Gas Machinery of the latest and most improved construction.
Every description of Plantation Machinery, such as Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, &c.
Sole Agents for N. Rillieux's Patent Sugar Boiling Apparatus; Nesmyth's Patent Steam Hammer, and Aspinwall & Wolsey's Patent Centrifugal Sugar Draining Machine. au8-tf

TERRAPINS, OYSTERS STEWED AND FRIED, AND CHICKEN SALAD.—Invitation Cards and other notices will be distributed in all parts of the city, with punctuality.
The undersigned is at all times prepared to present, for the inspection of Ladies and Gentlemen, a list of the things necessary for a large or small entertainment, as the case may be, thereby avoiding all unnecessary profusion and waste; and flatters himself, that by his long experience in business, he will be able at all times to give, as heretofore, entire satisfaction to all who favor him with their patronage. HENRY JONES, Caterer,
No. 250 South TWELFTH Street, above SPRUCE.
oc1-6m

WOOD AND COAL, CHEAP—$4 50 and $5.
1,000 cords Oak Wood, $4.50 and $5.
100 " Hickory do., $4.50 and $6.50.
100 " Pine do., $4.50 and $5.25.
Hauling 25 to 37c per load.
500 tons Egg and Stove Coal, $4.
200 " Nut " $3 and $3.25.
J. S. LOWRY, "Lime-Kiln Wharf,"
LOMBARD and BARNWELL Street,
ja4-3m 31* Schuylkill.

BLANK ACCOUNT BOOKS,
IN EVERY VARIETY, AND
OF THE BEST STOCK,
SELLING AT LOW PRICES.
Buy at the Manufactory.
W. G. PERRY,
BLANK-BOOK MANUFACTURER,
de20-1m S. W. Corner FOURTH and RACE.

SALES BY AUCTION.

M. THOMAS & SONS,
Nos. 139 and 141 South FOURTH Street.
(Formerly Nos. 67 and 69.)
PUBLIC SALE OF REAL ESTATE, STOCKS, PEW, &c.
At the Exchange, on Tuesday next, at 12 o'clock noon. Full particulars in pamphlet catalogues, now ready.
PUBLIC SALES REAL ESTATE AND STOCKS AT THE EXCHANGE, EVERY TUESDAY, at 12 o'clock noon, during the business season.
REAL ESTATE AT PRIVATE SALE.
☞ We have a large amount of real estate at private sale, including every description of city and country property. Printed lists may be had at the Auction Store.
STOCKS, PEWS, &c.
On Tuesday,
January 7, at 12 o'clock noon, at the Philadelphia Exchange—
100 shares Bohemian Mining Company.
100 shares Pennsylvania Mining Company.
Pew No. 96 Calvary Church middle aisle, Locust st.
1 share Mercantile Library Company.
1 share in the Philadelphia Athenæum.
5 shares American Academy of Music, with ticket.
ELEVENTH FALL SALE—JANUARY 7
Will include the following, viz.:
Executor's Sale—Estate of Susan Taylor, dec'd.
BRICK DWELLING AND LOT OF GROUND, southwest corner of Montgomery avenue and Belgrade street, Eighteenth ward. Lot 47 by 90 feet.
Same Estate—LOT OF GROUND, Belgrade street, 17 by 90 feet.
Same Estate—5 LOTS OF GROUND, adjoining the above, 17 by 144 feet.
Same Estate—4 LOTS OF GROUND, Montgomery avenue, near Belgrade street. 18 by 117 feet.
Same Estate—LOT OF GROUND, in the rear of the above.
☞ For further particulars see handbills and lithographic plans.
Trustee's Peremptory Sale.
LOT OF GROUND, Front street, between 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, deceased.
THREE FRAME DWELLINGS, Earl street, north west of Thompson street, Eighteenth ward.
Peremptory Sale.—THREE-STORY BRICK DWELLING, No. 132 Laurel street, east of Newmarket street, Sixteenth ward.
HANDSOME NEW MODERN DWELLING, No. 2039 Wallace street, west of Twentieth.
Receivers sale by order of the Court.
Furniture of the Commercial Agency Rooms.
LARGE IRON FIRE PROOFS—SUPERIOR OFFICE DESKS, &c.
This Morning,
January 6, at 10 o'clock, at the Commercial Agency Rooms, No. 12 North Third street, without reserve, by order of a Receiver, the valuable furniture, fixtures, &c. comprising 4 superior fire proofs, 16 walnut and mahogany office desks, book racks, with drawers, railing, &c., copying presses, &c.
LARGE AND SUPERIOR FIRE-PROOF SAFES.
Also, very large and superior fire-proof safes, by Farrel & Herring.
2 very large and superior fire-proof safes, by Evans & Watson.
Chilled iron thief-proof safe, by Lillie.
☞ May be examined at any time previous to the sale.
Sale at Nos. 139 and 141 South Fourth Street.
SUPERIOR FURNITURE, FRENCH-PLATE MIRRORS, PIANO-FORTES, BEDS AND BEDDING, CHINA AND GLASSWARE, BRUSSELS AND OTHER CARPETS, &c
On Thursday Morning,
At 9 o'clock, at the Auction Store, the superior furniture, piano-fortes, mirrors, Brussels and other carpets, &c., from families declining housekeeping, removed to the store for convenience of sale.
☞ Catalogues ready the day previous to sale.
Sale on the Premises, West Philadelphia.
SUPERIOR RESIDENCE AND FURNITURE.
On Tuesday Morning,
14th instant, at 10 o'clock, at the northeast corner of William (Thirty-ninth) and Spruce streets, near Woodland Cemetery, the furniture of a gentleman declining housekeeping, comprising superior rosewood piano, by Myer, superior walnut bookcases, mirror, Brussels carpets, oil cloths, Canton China, paintings, chamber and kitchen furniture, &c.
Also, previous to the sale of furniture, the superior three-story brick residence, rough-cast, with large lot, 160 feet front on Spruce street, 175 feet on Thirty-ninth street, 175 feet on Irving street; three fronts.
☞ Full particulars in handbills, now ready.
☞ May be examined any time previous to sale.
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Shares Mercantile Library.

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