From Colonel Geary's Regiment.

ENCAMPMENT OF THE TWENTY-EIGHTH P. V., POINT OF ROCKS, Md., Feb. 7, 1862. Some time has elapsed since I first intruded myself, and the gossip of our regiment, upon your notice, in the columns of The Press, owing to the difficulties in the way of writing such a letter as shall be but a faithful record of our sayings and doings, and at the same time sufficiently graphic and imaginative to be interesting to the general reader-which are more numerous than one would

at first suppose. The tedious monotony of ordinary camp life affords but little scope for the imagination at any time, and when, to this sameness and routine, is added a succession of long dreary days and nights of most wretched weather, preventing that cordial interchange of visiting and gossipping that usually enlivens our winter evenings, the task of pringing out such little incidents as will interest or amuse the casual reader, without, at the same time, incurring the risk of seeming to force our own little trifling pleasures on the notice of the public, becomes still more difficult

In fact, our regiment is of the quiet sort, rather; though we have our jokes, our amusements, our "good time generally," c., almost ad libitum, yet we are not of the rollicking, boisterous school, which, judging from some of the "Letters from the Soldiers," that we occasionally see, is rather too prevalent down toward Washington; we pursue the even tenor of our way, much in the spirit of our good Colonel himself, who, though genial and companionable with even the lowest ranks, seldom indulges in any very extraordinary hilarity, and "never speaks unless he says something; you hear of us semi-occasionally, as doing something down here. Some fine morning you get out a few extra large type, and the announcement of "Another Skirmish at Point of Rocks"-" Col. Geary repulses the Rebels," informs our friends that we are at our post; a few days talking over the matter, we compare notes, congratulate the press, the public, ourselves, and each other, that nobody was hurt," and then gradually subside into that Micawber-like condition of masterly inactivity inaugurated at the capital and so effectually carried out in detail by the grand army.

Now don't understand me as even insinuating that we are disposed to find fault with our leaders; not a bit of it. There is scarcely a man in the regiment who does not chafe and werry at the necessity that keeps us here, as a racer does, before the word is given, under the curb and rein of the rider; yet such is the confidence of our men in all their officers, from subaltern lieutenants to the commanderin chief himself, that it would be doomed rank heresy, almost equally obnoxious with foul Secessioni m itself, to doubt the wisdom or question the policy of our gallant leader at Washington. As I said before, we have our amusements and our social gatherings. The colonel, anxious to afford the men all opportunities for diverting their minds from moody contemplation and gloomy repinings at our seeming inaction, some time ago gave his consent to the organization of a corps of Thespians. They have a name, but I've really forgetten it. They made their "first appearance" on our stage

on Christmas afternoon and evening. The performance was very creditable, and gave much satisfaction to our numerous visitors from the neighboring villages. Many of them had never before seen anything of the kind, and the "Ethiopian melange" gave them intense gratification. Our third performance, after many "postponements on account of the weather," came off yesterday week, and was attended by nearly a thousand people from different localities around us. It was quite a treat to us to recognize, in the audience, some one hundred and fifty or two hundred ladies, among whom were those of the families of many of the officers of the division, from Frederick City.

We are peculiarly unfortunate in regard to the absence of female society from our camp and its vicinity. We read, sometimes with regret, sometimes almost with envy, of the visits of ladies from our Northern homes, to the encampments of our brother soldiers, but, with few exceptions, their calls upon us have been indeed like "angels' visits;" we are known, however, as a fighting regiment, and we are willing to sacrifice these little pleasures for the honor of the designation. Occasionally some of our gayer cavalleros make excursions into the villages and farm houses around, in search of dulcineas to while away an ur or so, but they bring us back such lu stories of feminine loveliness marred and spoiled by the taint of Secessionism, that we conclude the

Dixie for the last few months. They are now waithave frequent conversations with them in regard to their views of the justice of their cause, and its prosn arguing with them, they are so thoroughly imbued with the idea that the Southern States are the whole soul, head, and front of all creation. Their knowledge of statistics and the general resources of the country. North and South is so lamentably limited, that really anything like sober discussion with them is entirely out of the question; the controversy is somewhat like you would have with a man who would dispute the fact that twice two make four, or that his nose was on his face instead of the back

cess of their cause, whether real or assumed, supplies in them the miserable lack of intelligence on subjects of history and political economy. They have, or profess to have, unlimited faith that their cause is just, and holy, and sacred; but, as they start upon false premises, it is no wonder that they reach equally fallacious conclusions. Were they to hear some of the stories of the refugees who come over to us from Leesburg, Waterford, and the neighboring towns in Loudoun county, of wrong and outrage practiced upon them, merely because they desire to uphold the beneficent Government under which they have lived and prospered, the sibly give way to more sober reflection, and to a calm deliberation of the question, whether,

hours ahead of the newspapers,) we are told with the most lamb-like, injured innocence, that "there was no connection," and we have to pocket the

Pennsylvania regiment, I take the liberty of giving you an idea what our regiment (the One Hundred and Tenth Pennsylvania Volunteers, Col. Wm. D. Lewis, Jr.,) is doing at present, as you most likely know our regiment was ordered to camp one mile from Cumberland on Mr. Black's farm, where we were for two wrcks. The field being freshly ploughed when we arrived, the mud ran into our shoes every step we walked. At the above place we were paid off by Major Mason; it took sixty thousand dollars to pay our regiment, most of which was sent home by the boys. Last Saturday we were ordered to Patterson Creck, nine miles from Cumberland, and Austrian prison. So in the late was between Maita and Gibraltar, the condemnation of the ship at Triestor.

Patterson Creck, nine miles from Cumberland, and Austrian prison. So in the late was between hand, and Russia on the one hand, and Russia on the confinement of the minister or agent in an Austrian prison. So in the late was between hand, and Russia on the one hand, and Russia on the one hand, and Russia on the confinement of the minister or agent in an Austrian prison. So in the late was between the late was left and the confinement of the minister or agent in an Austrian prison. So in the late was between the late was left to conceive a more unfounded statement than the conditions as the very remarkable was only the great variety of articles suitable for the late was left to conceive a more unfounded s and forty rounds. At 6 o'clock, Tuesday, our and the Seventh Indiana Regiment left here for Green Spring, twelve miles from Patterson Creek. It was astonishing to see how our men and officers were eager for a fight. Green Spring is twenty miles from Romney, for which place we are ordered. General Lander has placed our regiment on the advance, and if the men will stand by our Colonel, of which there is no doubt, victory must follow. Our colonel is as brave and good a man as there is in the service, and does everything he possibly can for us. I must close, as tattoo is sounded, and the

cry is lights out.

Lord Russell's Reply to Mr. Seward. We give below a summary of Lord Russell's despatch to Lord Lyons, embodying the reply of the English Government to Mr. Seward's lengthy

paper on international law: We must discard entirely from our minds the allegation that the captured persons were rebels, and we must consider them only as enemies of the United States at war with its Government, for that is the ground on which Mr. Seward ultimately places the discussion. It is the only ground upon which fereign Governments can treat it. The first inquiry that arises, therefore, is, as Mr. Seward states it, "Wore the persons named, and their supposed despatches, contraband of war?" Upon this question her Majesty's Government differ entirely from Mr. Seward. The general right and duty of a neutral Power to maintain its own communications and triendly relations with both belingerents. tions and triendly relations with both beligerents, cannot be disputed. "A neutral nation," says Vattel, "continues, with the two parties at war, in the several relations nature has placed between nations. It is ready to perform toward both of them all the duties of humanity, reciprosally due from nation to nation." In the performance of these duties, on both sides, the neutral nation has itself a most direct and material interest; especially when it has numerous citizens resident in the territories of both belligerents; and when its citizens, resident both there and at home, have property of great value in the territories of

dent in the territories of both belligerents; and when its citizens, resident both there and at home, have property of great value in the territories of the belligerents, which may be exposed to danger from acts of confiscation and violence, if the protection of their own Government should be withheld. This is the case with respect to British subjects during the present civil war in North America. Acting upon these principles, Sir William Scott, in the case of the Caroline, during the war between Great Britain and France, decided that the carrying of despatches from the French ambassador resident in the United States to the Government of France by a United States merchant ship, was no violation of the neutrality of the United States in the war between Great Britain and France, and that such despatches could not be treated as contraband of war. "The neutral country." he said, "has a right to preserve its relations with the enemy, and you are not at liberty to conclude that any communication between them can partake, in any degree, of the nature of hostility against you. The enemy may have its hostile projects to be attempted with the neutral State, but your relience is on the integrity of the neutral State, but your relience is on the integrity of the neutral State, but your pelience is on the integrity of the neutral State, that it will not tavor nor participate in such designs, but as far as its own counsils and actions are concerned, will opnose them. And if of the neutral state, that it will not ravor nor parti-cipate in such designs, but as far as its own councils and actions are concerned, will oppose them. And if there should be private reasons to suppose this con-fidence in the good faith of the neutral State has a doubtful foundation, that is matter for the caution of the Government, to be counteracted by just mea-sures of preventive policy; but it is no ground on which this court can pronounce that the neutral carrier has violated his duty by bearing despatches, carrier has violated his duty by bearing despatches, which, as far as he can know, may be presumed to be of an innocent nature, and in the maintenance of a pacific connection." And he continues shortly afterwards: "It is to be considered, also, with regard to this question, what may be due to the convenience of the neutral State; for its interest may require that the intercourse of correspondence with the enemy's country should not be altogether interdicted. It might be thought to amount almost to a declaration that an ambassador from the enemy shall the state of the independent of the control state if he is declared to not reside in the neutral State, if he is declared to be debarred from the only means of communicating with his own. For to what useful purpose can be reside there without the opportunities of such a com-munication? It is too much to say that all the busi:

munication? It is too much to say that all the business of the two States shall be transacted by the
minister of the neutral State resident in the enemy's
country. The practice of nations has allowed to
neutral States the privilege of receiving ministers
from the belligerent States, and the use and convenience of an immediate negotiation with them."
That these principles must necessarily extend to
every kind of diplomatic communication between
Government and Government, whether by sending
or receiving ambassadors or commissioners personor receiving ambassadors or commissioners personally, or by sending or receiving despatches from or to such ambassadors or commissioners, or from or to the respective Governments, is too plain to need argument; and it seems no less clear that such communications must be as legitimate and innocent in their first commencement as afterwards, and that the rule cannot be restricted to the case in which diplematic regulations are already formally es-tablished by the residence of an accredited minis-ter of the belligerent Power in the neutral country. It is the neutrality of the one party to the commun-nications, and not either the mode of the communi-cation or the time when it first takes place, which furnishes the test of the true application of the cation or the time when it first takes place, which furnishes the test of the true application of the principle. The only distinction arising out of the peculiar circumstances of a civil war, and of the non-recognition of the independence of the de facto Government, of one of the belligerents, either by the other belligerent or by the neutral Pewer, is this: that for the purpose of avoiding the difficulties which might arise from a formal and positive solution of these questions, diplomatic agents are frequently substituted, who are clothed with the powers and enjoy the immunities of ministers, though they are not invested with the representative character, nor entitled to diplomatic honors. tive character, nor entitled to diplomatic honors. Upon this footing, Messrs. Mason and Slidell, who are expressly stated by Mr. Seward to have been sent as pretended Ministers Pionipotentiary from the Southern States to the Courts of St. James and

rewarded, according to the law of nations, as a hos-For the last two weeks we have had under our charge five prisoners of war, who were taken last summer nearly opposite this point, in Virginia, by the 28th New York, our predecessors at Point of Rooks. These men were tent at the time to Fort Warren, and are now on their way back, being included in the number of those to be exchanged for some of eur own poor fellows who have been in Dixie for the last few months. They are now waittials or despatches (if any) on board the Trent, was not, and could not be, a violation of the duties of neutrality on the part of that vessel; and both for that reason, and also because the destination of these persons and of their despatches was bona fide neutral, it is, in the judgment of her Majesty's Government, clear and certain that they were not contraband. * It is of the very essence of the definition of contraband that the articles should definition of contraband that the articles should have a hostile and not a neutral destination. In "Goods," says Lord Stowell, "going to a neutral pert, cannot come under the description of contraband, all goods going thence being equally lawful. The rule respecting contraband," he adds, "as I have always understood it, is, that articles must be taken vn delicto, in the actual presecution of the voyage to an enemy's port." On what just principle can it be contended that a hostile destination is less necessary, or a neutral destination more obnoxious, for constituting a centraband character in the case of public agents or despatches, than in the case of arms and ammunition?

Lord Russell examines at considerable length the opinion of Sir William Scott and Vattel, and continues:

noxious, for constituting a contraband character in the case of arms and ammunition?

Lord Russell examines at considerable length the opinion of Sir William Scott and Vattel, and continues:

The rule, therefore, to be collated from these authorities is, that you may stop an enemy's ambassador in any place in which you are yourself a mater, or in any other place where you have a right to exercise acts of lostility. Your own territry, or ships of your own country, are places of which you are yourself the master. The enemy's territory, or the enemy's ships, are places of which you have a right to exercise acts of hostility. Neutral vessels, guilty of no violation of the laws of neutrality, are places where you have no right to exercise acts of hostility. It would be an inversion of the doctrine that ambassadors have peculiar privileges to argue that they are less protected than other men. The right conclusion is, that an ambassador sent to a neutral Power is inviolable on the high seas, as well as in neutral waters, while under the protection of the neutral flag. The other dictum of Sir Wm. Scott, in the case of the Crozembo, is even less pertinent to the present question. That related to the case of a neutral ship which, upon the effect of the evidence given on the trial, was held by the court to have been engaged as an enemy's transport, to convey the overweening conceit and arrogance might possibly give way to more sober reflection, and to a caim deliberation of the question, whether, after all, Jefferson Davis is more of a patriot than Washington, Stephens more of a statesman than Washington to establish is more wise, more just, more liberal and beneficent than the glorious old Constitution matured by the wisdom and secured by the patriotism of the latter.

But I am afraid my letter is growing too long; in other words, not "to put too fine a point upon it," that I am boring you; a word or two more and I have done.

It is a maxim in the navy that a man is not a good sailor unless he is a good growler, in other words, he has a right to growl or grumble; it is his precedually to growler, in other words, he has a right to growl or grumble; it is his precedually to growled the poor fellow has; I must insist that the same privilege be extended to the army, for, netwithstanding the care our benevolent old uitele, in Washington, has over all our wants, we are sometimes treated by others of the family in a very shabby manner. Without going into our grievances in detail, I wish to allude more especially to the manner in which we are robbed of our dues by the Post Office Department somewhere between Philadelphia and Point of Rocks. We should have a daily mail from Philadelphia; by a sort of pleasant fiction it is supposed that we do have it; sometimes it is actually the case that we do have it; who or three days in succession. There is a daily train—why not then a daily mail? The Philadelphia and Point of Rocks. We should have a daily mail from Philadelphia; by a sort of pleasant fiction it is supposed that we do have it two or three days in succession. There is a daily train—why not then a daily

of the vessel be hostile, (that is, to the enemy or the enemy's country,) it cannot be covered and rendered innocent by a fictitious destination to a neutral port. But, if the real terminus of the voyage be bona fide in a neutral territory, no English, be bona fide in a neutral territory, no English, nor indeed, as her Majesty's Government believe, any American authority can be found which has affront instead of our letters which we have been fondly looking for.

Now, we don't want to complain; it isn't "in the bill" for the Twenty-eighth to complain about anything; but our uncle aforesaid thinks we get our letters every day down here; he intends we should; he pays people for bringing them every day, and they won't (or they don't) do it more than two or three times a week, and we think he ought to be told of it. When anybody down here, officer or man, doesn't do his duty we "report" him. In the hope that you will help us in this matter, we are Very truly yours,

Letter from the One Hundred and Tenth

Pennsylvania Regiment.

South Branch, VA, on the B. & O. R. R., 21 miles from Cumberland, Md., Feb. 5, '62. 5 (Correspondence of the Fress.)

Knowing that you are always glad to hear from a Pennsylvania regiment (the One Hundred and Tenth Pennsylvania Volunteers, Col. Wm. D. Lewis, Jr.,) is doing at present, as you most likely know our regiment was ordered to camp one mile from Cumberland on Mr. Black's farm, where we intended and fendth Pennsylvania Volunteers, col. Wm. D. Lewis, Jr.,) is doing at present, as you most likely know our regiment was ordered to camp one mile from Cumberland on Mr. Black's farm, where we intended and fendth Pensent, as you most likely though in the public interests of neutral and friendly foregarded to camp one mile from Cumberland on Mr. Black's farm, where we

when we arrived, the mud ran into our shoes every step we walked. At the above place we were paid off by Major Mason; it took sixty thousand dollars to pay our regiment, most of which was sent home by the boys. Last Saturday we were ordered to Patterson Creek, nine miles from Cumberland, and were compelled to remain in our cars for three days. In this place we found the mud worse still. At last the wind changed, and General Lander, taking advantage of this, ordered our regiment to prepare for marching immediately, with five days' rations and forty rounds. At 6 o'clook, Tuesday, our and and forty rounds. At 6 o'clook, scalay, our and here for Green son Creek. It men and officers ring is twenty we are ordered giment on the by our Colonel, y must follow mar as there is he possibly can unded, and the Juniata.

Juniata.

Tower of London. So also a Confederate vessel of war might capture a Cunard steamer on its way from Halifax to Liverpool, on the ground of its carrying despatches from Mr. Seward to Mr. Adams. In view, therefore, of the erroneous principles asserted by Mr. Seward, and the consequences thoy involve, her Majesty's Government think it necessary to declare that they would not acquiesce in the capture of any British merchant ship in circumstances similar to those of the Trent, and that the fact of its being brought before a prize court, though it would alter the character, would not diminish the gravity of the offence against the law of nations which would thereby be committed.

His lordehip concludes by noticing a very remarkable passage in Mr. Seward's despatch:

Mr. Seward asserts that "if the safety of this Union required the detention of the captured persons, it would be the right and duty of this Government to detain them." He proceeds to say that the waning proportions of the insurrection, and the comparative unimportance of the captured persons themselves, forbid him from resorting to that defence Mr. Seward does not here assert any right founded on international law, however inconvenient or irritating to neutral nations; he entirely loses sight of the vast difference which exists between the exercise of an extreme right and the commission of an unquestionable wrong. His franknoss compels me to be equally open, and to inform him that Great Britain could not have submitted to the perpetration of that wrong, however flourishing might have been the insurrection in the South, and however important the persons captured might have been. Happily, all danger of hostile collision on this subject has been avoided. It is the earnest hope of her Majesty's Government that similar dangers, if they should arise, may be averted by peaceful negotiations, conducted in the sprit which befits the organs of two great nations.

OBSTRUCTION OF SOUTHERN HARBORS.

LORD LYONS TO EARL RUSSELL.

WASHINGTON, 18, 14, 1862. Regeated 12, 27. Mr. Seward asserts that "if the safety of this

LORD LYONS TO BARL RUSSELL.
WASHINGTON, Jan. 14, 1862. [Received Jan. 27.] My Lorn: Three days ago, in obedience to your lordship's orders, I spoke to Mr. Seward on the subject of the plan adopted by this Government of obstructing the entrance to some of the harbors in the Southern States, by sinking vessels, laden with

the Southern States, by sinking vessels, laden with stones, in the channels.

Mr. Seward observes that it was altogether a mistake to suppose that this plan had been devised with a view to injure the harbors permanently. It was, he said, simply a temporary military measure adopted to aid the blockade. The Government of the United States had, last spring, with a navy yery little prepared for so extensive an operation, undertaken to blockade upward of 3,000 miles of coast. The Secretary of the Navy had reported that he could stop up the "large holes" by means of his ships, but that he could not stop up the "small ones." It had been found necessary, therefore, to close some of the numerous small inless by sinking vessels in the channels. It would be the duty of the Government of the United States to remove all these obstructions as soon as the Union was restored. It was well understood that this was an obligation incumbent on the Federal Government.

an obligation incumbent on the Federal Government.

At the end of the war with Great Britain that Government had been called upon to remove a vessel which had been sunk in the harbor of Savannah, and had recognized the obligation, and removed the vessel accordingly. Moreover, the United States were engaged in a civil war with the South. He was not prepared to say that, as an operation in war, it was unjustifiable to destroy permanently the harbors of the enemy, but nothing of the kind had been done on the present occasion. Vessels had been sunk by the rebiels to prevent the access to their ports of cruisers of the United States. The same measure had been adopted by the United States in order to make the blockade complete. When the war was ended the removal of all these obstructions would be a matter of expense. These would be no great difficulty in removing them effectually. Besides, as had already been done in the case of Port Royal, the United States would open better harbors than those which they closed.

I asked Mr. Seward whether the principal en-I saked Mr. Seward whether the principal en-trance to Charleston harbor had not been recently closed altogether, by vessels sunk by order of this Government; and I observed to him that the open-ing of a new port, thirty or forty miles off, would hardly console the people of the large town of Charleston for the descruction of their own harbor. Mr. Seward said that the best proof he could give me that the harbor of Charleston had not been rendered inaccessible was that, in spite of the sunken vessels and of the blockading squadrons, a British steamer, laden with contraband of war, had just ucceeded in getting in. I have, &c.

Review of the Report of the Potter Investigating Committee in the Case of Lieut. Col. William Maynadier. Lieut. Col. William Maynadier.

The report of the Potter Investigating Committee has been published in full in the New York Tribune, and in many other papers only so much of it as refers to the case of Lieutenant Colonel Maynadier is given in full, and it is mentioned as being the most important. It has certainly been important to the author of that part of the report to make out a case against Colonel M. by perversion of facts, forced rendering of plain words, and by an ingenious allocation of extracts of letters written by Colonel M. and others. Viewed in the light of the prevent condition of things, Mr. Davis and Mr. Floyd are traitors of the deepest guilt, and their crimes tinge all their previous acts in the eyes of the committee, and lead them to dast wholesale suspicion on any and everybody who has ever been connected with them. nnected with them. Lieutenant Colonel Maynadier's loyalty is made Leutenant Colonel Maynadier's loyalty is made a subject of investigation on two counts, involving a charge of complicity with Mr. Floyd, then Secretary of War, in an attempt to send guns to the forts at Ship Island and Galveston, and in the sale of

certain arms belonging to the Government to cer-

tain disaffected persons.

The facts connected with both these charges were investigated by a committee of the House of Representatives, of which Mr. Stanton was chairman, tigation very soon after the occurrences of the transactions, when the recollections of the witnesses were fresh, and as the Potter committee has referred to that report, it will be proper to compare it with the report of the latter committee. The fact is admitted that the Secretary of War The fact is admitted that the Secretary of War gave Lieutenant Colonel Maynadier an order to send the armament to the forts at Ship Island and Galveston, that officer being then in charge of the ordnance office. This order was one which the Secretary had a right to give, and to require every subordinate to obey without cavil or question, unless it was a manifest act of treason. The question then is, was there enough in the circumstances of the case to justify Lieutenant Colonal M. to disobey the orders of his superior upon suspicion of the motives of the person giving the order? By the rules of inference which seem to govern in the discussion of the case in the report of the Potter Comcussion of the case in the report of the Potter Committee, and which are saturated, so to speak, in the bias and prejudice caused by Mr. Floyd's subsequent acts, it is decided that Colonel M "must have known or believed that the object of Floyd have known or believed that the object of Floyd in giving the order was to disarm the Government and to arm its rebel enemies." As a farther reason, and the first specimen of the ingenious allocation of sentences referred to, this is immediately followed by the remark that "he (Colonel Maynadier) is conceded to be one of the most intelligent men in the army," as if that conferred the power to read men's minds. But it must be borne in mind that when the order was given there was no open hostility, no "rebel enemies" in arms; and, as Lieutenant Colonel Maynadier told Cantain Wright, he was bound to obey

tain Wright or any one eise. It is absurd to suppose that a man of "conceded intelligence" would put himself in the power of another by giving him information of a fraudulent design.

The report lays great stress upon the proposition of Mr. A. A. Belknap to buy arms; and although the committee profess to have made use of the report of the Stanton Committee, where the whole thing is detailed in Lieutenent Colonel Maynadier's evidence, they make no allusion to Colonel M'saction by which the mistake was brought to the notice of Mr. Floyd, and the consummation of the sale prevented, but pass the whole matter by as a "strange freak of Floyd's." The fact that Belknap never got the guns is ignored, and the reverse left to be inferred, and in close connection the sales to Lamar and the States of Louisinna and Mississippi are referred to; then the removal of Colonel Craig is ingeniously worked in, and the result of the demonstration announced viz: "the substitution of Lieutenant Colonel Maynadier, under whom these immense sales were made, to aid the cause of treason by a corrupt violation of law." The word immense seems to be used to make the mind of the reader revert to the hundred thousand and more in the Belknap case, which through Colonel Maynadier's intervention were never sold.

The author of such delectable logic should be summoned to the bar of the House for contempt, if he thinks such stuff can be palmed off for reasoning on the members.

he thinks such stuff can be palmed off for reasoning ne things such sunt can be paimed on for reasoning on the members.

Is it to be supposed that a man of "conceded in-telligence," in treasonable complicity with another, would by his own act upset the whole treasonable scheme and deprive his accomplices of all benefit

of it?
The repert then says:
"Here, then, we have incontrovertible evidence that, within a month after Lt. Col. Maynadier was placed at the head of the Ordnance Department, twenty thousand stand of arms were sold to the rebel enemies of the country; and that one hundred to two hundred and fifty thousand stand were bregained for evidently with the expectation that rebel enemies of the country; and that one hundred to two hundred and fifty thousand stand were bargained for, evidently with the expectation that they were to go into the same hands."

The evidence called incontrovertible has not been published, unless it means that contained in the report of the Stanton Committee, of which the present committee has made such garbled extracts. The sale of arms, as that feport will show, during Lieut. Col. Maynadier's occupancy of the head of the Ordnance Department, amounts to 10,000 to G. B. Lamar, which were delivered to him in New York, 5,000 to the State of Mississippi, and 2,500 to the State of Louisiana—in all, 17,500, instead of 20,000 as reported, and the allusions to the number bargained for and the objects to be attained, are gratuitous slanders, which do more damage than benefit to the exparts tatements of the committee. It must also be borne in mind, that these sales were made by Mr. Floyd, and that there was not at the time, whatever there may be now, sufficient ground of suspicion to justify Lt. Col. Maynadier in the grave business of disobeying his superior, and thereby risking his ability to establish a charge of disloyalty en mere suspicion. The report of the committee itself shows how much easier it is to make charges than to prove them, even under the most favorable circumstances of unresisted prosecution.

The report goes on to say:

"Yet Lieutenant Colonel Maynadier made no

trovertible testimony, of the Lord knows who, is taken secretly, a grand decision is arrived at and announced, and then, fearing that the structure is not strong enough, it is finished by the statement that the accused, who knows nothing of the case, has not appeared in his defence, thereby attempting the despicable subterfuge that conscious guilt has kept him silent. Will the House of Representatives endorse such proceedings, or will they not rather, in common self-respect, immediately purge themselves of such malicious and dishonest attempts to ruin the fame and reputation of innocent persons? cent persons?

The report in the case of Lt. Col. Maynadier

oncludes thus:

"It is remarkable that the Secretary of War,
by the advice of the Adjutant General, dismissed

these grand charges of treason and corruption as The party who preferred the charges should not complain, since he must have found the Potter Committee a muck better tribunal to practice before and plead his case in, than any-court martial could and plead his case in, than any-court-marital could have been; but still it is not remarkable that the charges should have been dismissed, since they were essentially vague, frivolous, and trumped-up to try to obtain revenge for fancied personal injuries

Nearly every case before the committee shows that personal malignity is at the bottom of it, and none more so than this one—but that is not relied on for exculpation, since it is considered that a proper appreciation of the facts constitutes a triumphant deforce. WASHINGTON, Feb. 1, 1862.

PHILADELPHIA BOABD OF TRADE. JOHN EPARHAWK,

Committee of the Month. LETTER BAGS At the Merchants' Exchange, Philadelphia. Liverpool, soon
Liverpool, soon
Liverpool, soon
Liverpool soon Ship John Leslie, Given..... Ship Arnold Boninger, Hasha Brig Keoka, Burns..... Brig Innisfail, McIntosh.....

.....Ponce, PR, soonSt Johns, PR, soon Schr Minnesota, Foster,..... Schr Annie, Le Blanc...... Schr Mary Wood..... ... Havana, soor MARINE INTELLIGENCE. PORT OF PHILADELPHIA, Feb. 13, 1862.

ARRIVED.

Steamship Kennebec, Garton, 20 hours from New York, with mdse, &c, to Jss Allderdice. Saw off the Brown US steamer St Louis, at anchor; off the Ledge, saw a horm brig, painted green, bound up; a New York propelier bound down, and brig Robecca Sheppard, for Key West, beuting down; off Wimmigton, saw schars G Hynson and C Stetson, for Key West, the latter in tow of ting D S Settson; at 3½ P M on Tuesday saw a foreign bark and four schre at New Castle piers; a steamer, supposed the Jersey Blue, was loading at Peunsville wharf. Schr I-ucy, Spencer, I day from Brandywine, Del, with flour and corn meal to R M Lea.

OLEARED.
Steamship Kennebec, Garton, New York, J Allderdice, Schr John H Stroup, Foster, Matanzas, J Mason & Oo.
Schr Fred Reed, McCalmon, Portland, J R Slakiston.
Schr F F Randolph, Risley, New York, D Cooper. SAILED. The City Ice Boat loft at 9% A M, taking in tow the bark Old Hickory, for Belfast.

(Correspondence of the Philadelphia Exchange.) LEWES, Del. Feb 11. LEWES, Del, Feb 11.

The brig Billow came in last right, supposed from an eastern port, bound to Philadelphia, and remains at anchor inside the Breakwater, in company with the fellowing vessels outward bound: Brigs E P Swett, for New York; Henry Leeds, and schooners West Wind, James Neison, Mary Fletcher, Honesty, Isle of Pines, and Sally I Ponder. Wind WE.

MEMORANDA.
Ship Judah Touro, Hanscomb, cleared at Liverpool 28th ult. for Philadelphia.
Ship Barnahas Webb, Howes, entered for loading at Liverpool 29th ult. for Bombay—altered from Philadelhia. Ship Holyhead, Cole, herce, arrived at Liverpool 27th ultimo, Ship Cheshire, Reed, sailed from Calcutta 14th ult. for London.
Bark Florence, May, sailed from Palermo 19th ult. for Philadelphia.

Bark Reiurn, (Br) Crosby, hence for Queenstown, rema ned at 8t Thomus 21st ult.

Bark Alex McNeili, Somers, hence, arrived in the lyde 27th ult. Bark Frank, (Br) Stanwood, hence, arrived at Belfast 27th ult.
Brig Ella, Reed, Davis, remained at Havana 28th ult,
repairing damage sustained by collision with the English
frigate 8t George on the 24th.
Brig Delmont Locke, Veazie, from New York, at Wilmington, Del, 10th inst.

Ketch Commerce, Barnes, for Philadelphia, was waiting at Mayaguez 22d ult.

Schr Cameo, Pendleton, at Mystic 9th inst. from New Castle, Del. Castle, Del.
Schr Alida, Cutler, hence for Kingston, Jam, at St Thomas 21st ult, leaking.

Schr Sarah J Alkin, Godfrey. from Glasgow for Cuba, put into Queenstowu 27th ult, with loss of boats and

B. hr Lizzie W Dyer, McDuffie, cleared at Portland 8th inst. for Philadelphia. B. hr Lizzie W Dyer, McDuffie, cleared at Portland 8th inst. for Philadelphia.

Brig Village Belle, Scott, of and from Yarmouth, NS, for Thinidad, with timber, was fallen in with Jan 6, full of water, and with masts cut away, having been thrown on her beam ends during a violent gale Jan 1, and the crew taken off by the Tropic, Newell, at Havre 25th ult. from New York, which reports having met with very heavy weather on the passage, particularly on the lat of January, during which she at one time had three feet of water in her hold.

FOR SALE AND TO LET. FOR SALE OR EXCHANGE-4 dwellings, Brown street, above Fifteenth street; dwellings, Brown street, above Fifteenth street; 4 dwellings, Pine street, below Second street. Also, farm of 80 acres on Rancocas, near the Railroad; one of 34 acres, near Conshotocken; one of 100 acres, between Rolmschung and Frankford, on the turnpike; 160 acres, 1 mile from Mount Holly; 75 acres, near Northeast Station, Maryland; 160 acres in the oil region, Venango country, Pa.; and various other properties, both in the city and country. Apply to J. H. WATERS, fel. 110 South FOURTH Street. HOTEL PROPERTY FOR SALE by the subscriber, at WOODBURY, New Jersey, now doing a good business. Possession given at any time. ja30-1m* JOHN P. PHIPPS.

FOR SALE—A Desirable FARM, containing 95 acres of superior land, near Sande Bun Station, North Pennsylvania Railroad, with first-class Stone buildings. Principal part of the purchase-money can remain at 6 per cent. Apply to E. PETTIT, No. 309 WALNUT Street.

FOR SALE, CHEAP—Valuable
Farm, 123 acres, near Williamstown, Camdon ce.,
New Jersey, with good improvements, only twenty-eight
miles from the City. Also, several Farms to exchange.
Price only \$5,000. Terms easy. Apply to E. PETTIT,
No. 309 WALNUT Street. 30,000 PEACH TREES—ONE fine trees—will be sold cheap. Apply to fel-tf J. H. WATERS, 110 S. FOURTH St. FOR SALE, CHEAP—Two fine

Fruit Farms near Dover, Delaware, convenient to Railroad Station, with good improvements. Terms easy, Possession this spring. Apply to E. PETTIT, No. 309 WALNUT Street. A large number of Farms in the adjoining Counties, States of Delaware, Maryland, New York, and New Jersey, averaging from 10 to 200 acres of land. Those wishing to exchange or purchase would do well to call and examine my Register of Farms. Apply to jal-tf E. PETTIT, No. 309 WALNUT 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 shalf miles from the Limerick station, on the Reading Railroad, is offered for sale. Price—Five thousand dollars (85,000). Apply on the premises.

1016-16 SAMUEL H. GRAFF.

COPARTNERSHIPS. PORT RICHMOND IRON WORKS. — COPARTNERSHIP NOTICE.—JOHN H.
TOWNE, formerly of the firm of Merrick & Towne,
has become a member of the firm of I.P. MORRIS &
CO, to take effect from and after the lat of January,
1862. Isaac P. Morris withdraws from active participation in the conduct of the business. The title of the new firm is I. P. MORRIS, TOWNE, ISAAO P. MOBRIS, LEWIS TAWS, JOHN J. THOMPSON,

THE UNDERSIGNED have formed a Copartnership, under the firm of JAURETCHE & LAVERGNE, for the transaction of a general Commission and Importing business, at 202 and 204 South FRONT Street.

F. JAURETCHE, fag. 1m.

F. LAVERGNE P. JAUKE TOHE, F. LAVERGNE. COPARTNERSHIP. - BENJAMIN

OS. JANNEY, Jr., and B. W. ANDREWS have formed a partnership for transacting the Wholesale Grocery and Produce Commission business, at No. 531 MAR-KET street, under the firm of JANNEY & ANDREWS, fel-12t DISSOLUTION.—The Copartnership

fermerly existing between the undersigned, under the firm of VANDERVEEE, AROHER, & CO., was dissolved Dec. 31, 1861, by limitation. The business will be settled by B. F. ARCHER and F. B. REEVES, at No. 45 North WATER Street. C. P. VANDERVEEE, B. F. ARCHER, F. B. REEVES.

Philadelphia, January 10, 1862. COPARTNERSHIP NOTICE.—The undersigned have OUTAKTREASHIP NOTICE.—The undersing on have this day formed a Copartnership, under the firm of ARCHER & BERVES, for transaction of a WHOLE-SALE GROCERY business, at the old stand, No. 45 North WATER Street and No. 46 North DELAWARR Avenue.

BENJAMIN F. ARCHER, WEANOUS BERVES.

Philadelphia, Jan. 10, 1862. ja18-tf COPARTNERSHIP NOTICE.—ISBAEL MORBIS this day retires from our firm.
His sons, THEODOBE H. MORBIS and FREDERIOR
W. MORBIS, are admitted as partners; and the business will be continued as berefofore.
MORBIS, WHEELER, & OO.,
Iron Marchants. Iron Merchants, 1608 MARKET Street. 31. jal-tf

Philadelphia, Dec. 81, 1861. TVERY LADY WHO WISHES TO COURT TOILET POWDER. It is used by the Court Beauties in Europe, and it is the only Powder that will not injure the skin or rub off. Price, 12, 25, and 50 cents. HUNT'S BLOOM OF ROSES, a beautiful, natural color, for the cheeks or lips; it will not wash off or injure the skin, and remains durable for years. Price 51. Those articles are juite new, and can only be obtained of HUNT & CO., 123 South SEVENTH Street, above Walnut. All kinds of Fancy Soaps and Perfumery. FIGURS.—Minton's Tiles for vestibules, halls, dining-rooms, hearths, and for public buildings of every kind, as laid in the Capitol at Washington, and in many churches, stores, banks, hotels, and dwellings, in every part to the country. Patterns, composed of Buff, Red, and Black, 32c per square foot; with Blue, Green, or White introduced, 34c to 36c per foot. Lithographic designs sent by mail, on application.

RAISINS.—300 boxes Layer Raisins;
300 half boxes Layer Raisins;
300 boxes M B Bunch Raisins;
300 half boxes M B Bunch Raisins.

New and choice fruit, now ianding and for sale by MURPHY & KOONS, ia7-tf No. 146 NORTH WHARYES. DOUND BUTTER, FRESH FROM the country, received daily at the "Cheap Store, No. 812 SPRING GARDEN Street. ja31-tf BROWN'S, 84 South THIRD Street.

INSURANCE COMPANIES. DELAWARE MUTUAL SAFETY INSUBANCE COMPANY, PHILADELPHIA. Incorporated by the Legislature of Pennsylvania, 1825. Office, southeast corner of THIRD and WALNUT Streets, Philadelphia. MARINE INSURANCE

On Vessels, Cargo, To all parts of the world. On Vessels,
Cargo,
Freight,
INLAND INSURANCES
On Goods, by Rivers, Gands. Lakes, and Land Carriages
to all parts of the Union.
FIRE INSURANCES
On Merchandise generally. On Stores, Dwelling-houses, &c.
ASSETS OF THE COMPANY,
NOVEMBER 1, 1861.

COST.

NOVEMBER 1, 1891.

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2008 20,000 Pennsylvania Rallroad, 1st Mortgage Six per cont. Bonds...... 50,000 Pennsylvania Basilroad, 2d Most-gage Six per cent. Bonds..... 15,000 300 Shares Stock Germantown Gas Company, principal and interest guarantied by the City of Phi-6,000 100 Shares Stock Pennsylvania Railroad Company... Bills receivable for insurances made.... Bonds and Mortgages..... Beal Estate Balances due at Agencies—Premiums on

marine Policies, Interest, and other Debts due the Company. Icrip and Steek of sundry Insurance and other Companies, \$11,843—estimated va-51,615 36 DIRECTORS. Samuel E. Stokes,
J. F. Peniston,
Henry Sloan,
Edward Darlington,
H. Jones Brooke,
Spencer M'Hvaine,
Thomas C. Hand, William Martin,
Edmund A. Souder,
Theophilus Paulding,
John E. Penrose,
John C. Davis,
James Traqueir,
William Eyre, Jr.,
James C. Hand,
William C. Ludwig,
Joseph H. Seal. Bohert Burton, Jacob P. Jones, James B. McFarland, James B. McFarland,
ston, Joshua P. Kyre,
per, John B. Semple, Pittsburg,
D. T. Morgan, Pittsburg,
A. B. Berger, Pittsburg,
WILLIAM MARTIN, President.

THOMAS C. HAND, Vice President LYLBURN, Secretary. THE RELIANCE

MUTUAL INSUBANCE COMPANY OFFICE No. 305 WALNUT STREET, Insures against LOSS OR DAMAGE BY FIRE, on Houses, Stores, and other buildings, limited or perpetual, and on Furniture, Goods, Wares, and Mor-chandise, in town or

5,000 00 Pennsylvania Baliroad Co.'s 6 per cent, second mortgage loan, (\$30,000).

Runtingdon and Broad Top Baliroad and Canal Co.'s mortgage loan.

Ground rent, first-class.

Jateral loans, well secured.

Oity of Philadelphia 6 per cent loan.

Oemmercial Bank stock.

Mechanics' Bank stock.

Pennsylvania Baliroad Co.'s stock.

The Beliance Mutual Insurance Co.'s stock.

The Deleware M. S. Insurance Co.'s stock.

Union Mutual Insurance Co.'s stock.

Union Mutual Insurance Co.'s stock.

Bills receivable. 27,900 00 4,000 00 25,350 00 1,050 00 700 00 880 00 14,802 74

\$817,149 04 The Mutual principle, combined with the sourcity of a Stock Capital, entitles the insured to participate in the PROFITS of the Company, without liability for Losans.

Leases promptly adjusted and paid.

DIRECTORS.

Olem Tingley,
William B. Thompson,
Frederick Brown,
William Stevenson,
John B. Worrell,
E. L. Carson,
G. D. Rosengarten,
Oharles S. Wood,
James B. Woodward,
James B. Woodward,
CLEM TINGLEY, President.

B. M. HIMORMAR, Secretary. B. M. HINGHMAN, Secretary. Yo 22 Tebruary 16, 1861. PANY-Office, No. 409 WALNUT Street.
Fire Insurance on Houses, and Merchandise gen
on favorable terms, either Limited or Perpetual.
DIBECTORS.
Thomas Marsh, Jeremiah Bonsall, John Q. Ginnodo, Edward D. Boberts, Samuel D. Smedley,

Jeremiah Bonsali,
John Q. Ginnodo,
Edward D. Roberts,
Bamuel D. Smedley,
Beuben C. Hale,
JEBEMIAH BONSALL, President
JOHN Q. GINNOUO, Vice President
EIGHARD COR, Socretary. TNSURANCE COMPANY OF THE A STATE OF PENNSYLVANIA—OFFICE Nos. 4 and 5 EXCHANGE BUILDINGS, North side of WAL-NUT Street, between DOGE and THIRD Streets, Phila-INCORPORATED in 1794—UHARTER PERPETUAL INUGHPORATED IN 1744—UHARTER PEBPETUAL.

OAPITAL, 8200,000.

PROPERTIES OF THE COMPANY, FEBRUARY
1, 1861, 8507,004.61.

MABINE, FIEE, AND INLAND TRANSPORTATION INSURANCE.

DIRECTORS. Henry D. Sherrerd, Charles Macalester, William S. Smith, Henry D. Sherrerd,
Oharlee Macalester,
William S. Smith,
John B. Austin,
William R. White,
George H. Stuart,
Edward C. Knight.
HENRY D. SHEBREBD, Presideft.

WILLIAM HARPER, Secretary. THE ENTERPRISE INSUBANCE COMPANY OF PHILADELPHIA. (FIRE INSUBANCE EXCLUSIVELY.)
COMPANY'S BUILDING, S. W. CORNEE FOURTE AND WALNUT STREETS. DIRECTORS.

DIRECTORS.

F. Batchford Starr,
William McKee,
Halbro Frazier,
John M. Atwood,
Benj T. Tredick,
Henry Wharton,
F. RATCHFORD STARR, President.

CHARLES W. COXE. Secretary

Mordecai L. Dawson,
John H. Struart,
John H. Brown,
J. L. Erringer.
F. RATCHFORD STARR, President. CHARLES W. COME, Secretary FIRE INSURANCE.

MECHANICS' INSURANCE COMPANY OF PHILADELPHIA, No. 138 North SIXTH Street, below Bace, Insure Buildings, Goods, and Merchandise gen-rally, from Loss or Damage by Fire. The Company gua-ranty to adjust all Losses promptly, and thereby hepe to William Morgan,
Francis Cooper,
George L. Dougherty,
James Martin,
James Duross,
Matthew McAleer,
Bernard Bafferty,
Thomas J. Hemphill,
Thomas J. Hemphill, Robert Flanigan, Michael McGeoy, Edward McGovern, Thomas B. McCormick, James Martin,
James Duross,
James Duross,
Matthew McAleer,
Bernard Bafferty,
Thomas J. Hemphill,
Thomas Fisher,
Francis Memanus,
Charles Clare,
Francis Memanus,
Michael Gahill.

FRANCIS COPER, President.

BEREARD BAFFERT, Scortary.

BEREARD RAFFERTY, Secretary. A NTHRACITE INSURANCE A COMPANY.—Authorized Capital \$400,000— OHARTEB PERPETUAL.:
Office No. 311 WALNUT Street, between Third and
Fourth Streets, Philadolphia.
This Company will insure against loss or damage by
Fire, on Buildings, Furniture, and Merchandise generally.
Also, Marine Insurances on Vessels, Cargoes, and
DIECOTORS.
William Esher,
Davis Pearson,

William Esher,
D. Luther,
Lewis Andenried,
John B. Blakiston,
Joseph Marfield,
WILLIAM ESHER, Prosident.
W. M. SMITH, Secretary. FIRE INSURANCE EXCLUSIVE-1 LY.—The PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825. CHARTER PERPETUAL. No. 510 WALNUT Street, opposite Independent

ance Square.

This Company, favorably known to the community for thirty-six years, continues to insure against Loss or Dalange by Fire, on public or private Buildings, either permanently or for a limited time. Also, on Furniture, stocks of Goods, or Merohandise generally, on liberal Their Capital, together with a large Surplus Fund, is Invested in the most careful monner, which enables them to offer to the insured an undoubted security in the case DIBROTORS. Thomas Robins,
Daniel Smith, Jr.,
John Devereux,
Thomas Smith. Jonathan Patterson, Quintin Campbell, Alexander Benson, William Montelius,

mac Harleburst,
JONATHAN PATTERSON, President. WILLIAM G. CROWELL, Secretary. A COMPANY. Incorporated 1810. CHARTER PERPETUAL. No. 810 WALNUT Street, above Third, PERPETUAL. NO. 514 WAMANUA PARCON,
Philadelphia.
Having a large paid-up Capital Stock and Surplus, invected in sound and available Scurities, continues to
insure on Dwellings, Stores, Furniture, Merchandise, Vessols in port and their Cargoes, and other Personal Property. All Losses liberally and promptly adjusted.

DIRECTORS.

Thomas R. Maris,
John Welsh,
Samuel C. Morton,
Patrick Brady,
Labo T. Lowis.

James R. Campbell,
Edmund G. Dutillh,
Charles W. Poultney,
Israel Merris. Thomas R. Maris,
John Welsh,
Samuel C. Morton,
Patrick Brady,
John T. Lewis,
THOMAS B. MABIS, President.
ALBERT C. L. CRAWPORD, Secretary.

JOHN A. ALLDERDICE, ATTORNEY-AT-LAW, Has resumed the Practice of his Profession at NEW CASTLE, DELAWARE. [ja28-3m* A OPPENHEIMER, MERCHAN.

DISE BROKER in all branches of trade, and manufacturer of every description of Army Goods, No. 48 South THIRD Street, west side, second story, Philadelphia. CTEAM-SCOURING AND TAILOR-

NING done at the shortest notice.

HENRY B. BASCOM,

137 SEVENTH Street, above Walnut.

H. BASCOM'S plan for the times is to recommend
Gents to bring their old Clothing to him, and have them
made new. Also, their Cloths, and have them fashlosably made up. JOHN WELSH, Practical SLATE BOOFER, THIRD Street and GERMANTOWE Boad, is prepared to put on any amount of BOOFING on the most MODERATE TERMS. Will guaranty to be successful to the property water-tight.

For Orders promptly attended to.

my1-1y MOTELS.

CARD.—THE UNDERSIGNED, OLD LEAD—8 barrels just reconved per schooner Amalia, for sale by JAURETCHE & CARSTAIRS, BOT 202 and 204 South FEONT Street

CIRCULAR PRINTING, BEST Street than the City, at BINGWALT & Sykes, OHADWICK, & OC. WASHINGTON, July 16, 1861.

RAILROAD LINES. TTHE PENNSYLVANIA CENTRAL RAILROAD.
THE GREAT DOUBLE TRACK BOUTE.

1862. THE CAPACITY OF TAR. 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, Cincinnesti, Chicago, St. Louis, St. Paul, Nasbville, 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 emoking cars on all the trains.

THE EXPRESS RUNS DAILY; Mail and Fast Line Sundays excepted.

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 Sta-tion, S. E. corner of ELEVENTH and MARKET Streets. For intruer information apply at the Passenger Stations, 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, Indians, Illinois, Witconsin, Lows, 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 Ruinroad, are, at all times, as favorable as are charged by other Bailroad Companies. Merchants and shippors 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, Ja., Philadolphia.

D. A. STEWART, Pittsburg.

CLARKE & Co., Uhicago.

LEECH & Co., No. I Astor House, or No. I South William street, New York.

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

MAGRAW & KOONS, No. 80 North street, Baltimore.

H. H. HOUSTON, Gen'l Treight Agent, China.

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

ENOCH LEWIS. Gen'l Sup't, Altoons.

TOE BETHLEHEM, DOYLESTOWN, MA U OH OHUNK, HAZLETON, EASTON, COLLEY, &c. WINTER ARRANGEMENT.

WINTER ARRANGEMENT.
THREE THROUGH TRAINS.
On and after MONDAY, NOVEMBER 4, 1861, Passenger Trains will leave FBONT and WILLOW Streets,
Philadelphia, daily, (Sundays excepted,) as follows:
At 6.49 A. M., (Express,) for Bethlehem, Allentown,
Manch 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 fork.
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.

At 6 P. M., for Fort Washington.
The 6.40 A. M. Express Train makes close connection
with the Lehigh Valley Ballroad at Bothlehem, being
the shortest and most desirable route to all points in the Lehigh coal region.
TRAINS FOR PHILADRIPHYA.
Leave Bethlehem at 7.07 A. M., 9.18 A. M., and 5.38
P. M. P. M.
Leave Doylestown at 6.30 A. M. and 8.20 P. M.
Leave Fort Weehington at 6.50 A. M.
ON SUNDAYS—Philadelphia for Fort Washington

P. M.
For Witmington at 3.30 A. M., 8.15 A. M., 11.36 A. M.,
8.45 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 MILIOTA ST. D.A. M.
FOR Salisbury at 3.15 A. M.
TRAINS FOR PHILADELPHIA:
Leave Battmore 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. and 9.50 P. M.
Leave Salisbury at 2.25 P. M.
Leave Millford at 4.56 P. M.
Leave Dover at 9 A. M. and 6.10 P. M.
Leave Dover at 9 A. M. and 6.10 P. M.
Leave Chester at 8.20 A. M., 12.15, 4.50, and 9.30 P. M.
Leave Chester at 8.20 A. M., 12.15, 4.50, and 9.30 P. M.
Leave Baltimore for Salisbury and intermediate stations
65.20 and 7 P. M.; for Dover and intermediate stations

1.05 P. M. TRAINS FOR BALTIMORE: Leave Chester at 8.45 A. M., 12.05 and 11.30 P. M. Leeve 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 F. 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-deGrace, 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. Leave Wilmington for Philadelphia and intermediate places at 2.05 P. M. ON SUNDAYS ONLY: At 8.30 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.

Northern Central Railroad.

The 8 A. M. and 3.15 P. M. trains connect daily at Port Uninton, (Sundays excepted.) with the OATAWISSA, WILLIAMSPORT, and ERIE RAILBOAD, making WILLIAMSPORT, and ERLE MAINGAIN, making close connections with lines to Niagara Falls, Canada, the West and Southwest.

DEPOT IN PHILADELPHIA: Gorner of BHOAD and CALLOWHILL Streets.

W. H. MGILHENNEY, Secretary.

Getcher 30, 1861 October 80, 1861. FALL AND WIN-TER ARRANGEMENT.

PHILADELPHIA, GEBMANTOWN, and NOBELS-TOWN BAILBOAD.

TIME TABLE.

On and after Monday, October 28, 1961, until further Total Bonday, Ossola and Administration notice.

FOR GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10.05, 11, 12 A. M., 1, 2, 2, 4, 5, 6, 7, 8, 9, 10.5, 11, 12 A. M., 1, 2, 4, 5, 6, 7, 8, 9, 10.5, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 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 10½ P. M.

OHESTNUT HILL RALLEOAD.

Leave Philadelphia, 6, 9, 11, A. M., 2, 4, 6, 8, and 10½

UMESTRUT HILL BAILBOAD."
Leave Philadelphia, 6, 9, 11, A. M., 2, 4, 6, 8, and 10 gr. M. P. M.
Leave Chestnut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 8.40, 6.40, 7.40, and 9.10 P. M.
ON SUNDAYS.
Leave Chiliadelphie, 9.05 A. M., 9 and 7 P. M.
Leave Chestnut Hill, 7.50 A. M., 12.40, 6.40, and 9.16 P. M. TOB CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia, 6%, 9.06, 11.06 A. M., 1%, 8.06, 4%, 6.06, and 8.08 P. M.
Leave Norristown, 7, 8, 8, 11 A. M., 1%, 4%, and 6

6.05, and 8.05 P. M.
Leave Manayunk, 6%, 7%, 5%, 9%, 11% A. M., 2, 5, and 6% P. M.

ON SUNDAYS.
Leave Philadelphia, 9 A. M., 5 and 7 P. M.
Leave Manayunk, 7% A. M., 5% and 8 P. M.

H. K. SMITH, General Superintendent, acc28.47

Denot NINTH and GREEN Streets.

WEST CHESTER

discount.
These tickets will be sold by the Treasurer at No. 237
South FOURTH Street, where any further information can be obtained.
S. BBADFOED,
Treasurer
Treasurer PHILADELPHIA
AND ELMIRA R. B. LINE.
1802 WINTER ARRANGEMENT. 1862
For WILLIAMSPORT, SCHANTON, ELMIRA, and all points in the W. and N. W. Passenger Trains leave Depot of Phills. and Reading R. R., cor. Broad and Callowhill streets, at 8 A. M., and 3.15 P. M. daily, except Sundays. lowhill streets, at 8 A. M., and 3.12 F. M. danly lower lowning streets, at 8 A. M., and 3.12 F. M. danly lower lo

WEST CHESTER
BAILBOAD TRAINS via PENNSYLVANIA BAILBOAD, leave depot, corner ELEVENTH and HARKET Streets, at S.A. M., 12:30 noon,
no.-44

SALES BY AUCTION. TURNESS, BRINLEY, & CO., SALE OF IMPORTED AND DOMESTIC DRY GIOODS.
On Friday Morning,
February 14, at 10 o'clock, by catalogue, for cash—
400 lots of fancy and staple imported and domestic dry eds. ⊯ Samples and catalogues early on morning of sale.

1,000 LONDON BAGMORAL SKIRTS. 1,000 LONDON BA4 MORAL SKIRTS.
Balance of the Importation.
On Friday Morning,
February 14, at 10 o'clock, consisting of—
— fancy silk and wool Balmoral skirts.
— new style silk and wool oo.
— extra fine all wool do.
— extra fine silk embroidered do.
FRENCH LINEN DRILLS, 'OTTONADES, AND NANKINETS.
— French linen drills, fa.ecy drills.
— French heavy cottomales. French cloths.
— French plain and pland mankinets.

BLACK SILE VELVETS.
— piec 8 super 1 your black silk velvets.

- picc s super byons black silk velvets.

100 CARTONS SPRING STYLES POULT DE SOIE BONNET RIBBONS.
On Friday Morning,
400 cartons Nos. 12&40 new spring styles plain and figured peult de sole bonnet ribnons.
400 PIECES FRENCH GINGHAMS 400 pieces new tyle French ginghams.
LYONS POULT DE SOIE, SOIID COLORS. pieces Lyors plain colored poult de soie.
 pieces blue, green, and brown satin Russ

- pieces blue, green, and brown satin Russe.
PBINTED CASHMERE AND BROCHE STELLA — cartons printed-border Cashmere shawls. - cartons broche-border Stella shawls.

BROCHE SHAWL BORDERS AND GARNITURES. B. HOPPIN & CO., AUCTION-L. EERS, 242 MARKET STREET. SALE OF DRY GOODS, HOSIERY, GLOVES, FANCY GOODS, TAILORS' TRIMMINGS, NO-TIONS, &c. TIONS, &c.

This Morning,
February 13, at satesroom, at 10 o'clock, consisting of variety of seasonable and desirable goods, adapted to

present sales.

Goods open for examination, with catalogues, early PHILIP FORD & CO., AUCTION-EERS, 525 MARKET and 522 COMMERCE Sta. LARGE SALE OF 1,200 CASES BOOTS, SHOES, BROGANS, &c.
This Morning.
February 13, at 10 o'clock, at 10 o'clock precisely, will February 13, at 10 o'Clock, at 10 o'Clock precisely, win be rold, by estalogue, for net cash, 1,200 cases men's, boys', and youthe call, hip grain; thick, and cavalry boets, brogans, gasters, Wellington, and Balmoral boots; women's, m'sses', and children's call, kip goat, morocco, and kid heeled boots, shoes, gaiters, Balmorals, slippers, comprising a 'desirable assortment of city and Eastern manufacture.

Goods open for examination, with catalogues. arly on the morning of sale. PANCOAST & WARNOCK, AUC-

PROPOSALS. ARMY CLOTHING AND EQUIPAGE OFFICE.

PHILADELPHIA, January 29, 1862.

Sealed Proposals will be received at this office until
FEBRUARY the 15th, for supplying the Schuylkill Arsenal with Packing Boxes in such quantities as may be
needed until June 30, 1862. They will be subject to inspection on delivery at the Schuylkill Arsenal, where
samples and sizes may be seen.

G. H. CROSMAN,
1830-tfel5

Deputy Quartermaster General.

SHIPPING. BOSTON AND PHILA-BOSTON AND PHILA-DELPHIA STRAMSHIP LINE-SAIL-ING FROM BACH PORT EVERY TEN DAYS—From PINE-STREET WHARF, Philadelphia, and LONG WHARF, Boston. Steamer BAXON, Captain MATTHEWS, will sail from Steamer BaxON, Captain MATTHEWS, will sail from Boston for Philadelphia on MONDAY afternoon, Febru-ary 10, at 4 o'clock. And From Philadelphia on SATURDAY Evening, Febru-ary 15, at 7 o'clock.

From Philadelpma

y 15, at 7 o'clock

Freight taken at fair rates.

Insurance one-half that by sall vessels.

Ensurance one-half that by sall vessels.

Ensurance one-half that by sall vessels.

Insurance one-half that by sall vessels.

Enipers are requested to send Bills of Lading and slip
receipts with their goods.

For Freight or Passage (having ane accommodations)

Apply to

HENRY WINSOR & OO.

332 SOUTH WHARVES. WEEKLY COMMUNICATION BY STEAM BETWEEN NEW YORK AND LIVERPOOL, calling at QUEENSTOWN, (Ireland,) to land and emberk passengers and demacking despatches.

The Liverpool, New York, and Philadelphia Steamship Company's splendid Clyde-built iron screw steam-

ship Company's splendid Clydo-built iron screw steamships are intended to sail as follows:
FROM NEW YORK FOR LIVERPOOL.
OITY OF BALTIMORE.... Saturday, Feb. 15, 1862.
ETNA..... Saturday, Feb. 22, 1862.
KANGAROO.... Saturday, March I, 1862.
And overy Saturday throughout the year, from PIER
RO. 44 N. B.
RATES OF PASSAGE BATES OF PASSAGE THROUGH FROM PHILADELPHIA. Cabin, to Queenstown, or Liverpool.

Do. to London, via Liverpool.

Bieorage to Queenstown, or Liverpool.

Do. to London.

Oertificates of passage issued from Queenstown to New York.

S30

These steamers have superior accommodations for passengers, are constructed with water-tight compariments, and carry experienced Surgeous.

For freight, or passage, apply at the office of the Company,

111 Walnut street, Philadelphia,

In Liverpool, to WM. INMAN.

Tower Buildings. Tower Build In Glasgow, to WM. INMAN. ap8-tf 18 Dixon street.

LIVERPOOL, NEW YORK, AND PHILADELPHIA STRAMSHIP AND PHILADELPHIA STEAMSHIF COMPANY.

NOTICE TO PASSENGERS.

By order of the Secretary of State, all passengers leaving the United States are required to procure passengers before going on board the steamer.

DOBLE, Agent.

THE BRITISH AND NORTH

AMERICAN BOYAL MAIL STEAM. 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 Machaeletine.

of State at washington, or by the Passage and approved the state of the Passage and Passag

The ships from Boston call at Halifax and Oork Harbor.

PERSIA, Capt. Judkins.

ARABIA, Capt. J. Stone.

ABIA, Capt. J. Stone.

ANADA, Capt. Hookley

AUSTRALASIAN,

Capt. Cook.

EUROPA, Capt. Andersos.

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, Feb. 12.

AMEBICA, Moodie, "Boston, Wednesday, Feb. 12.

AMEBICA, Moodie, "Boston, Wednesday, Feb. 26.

Berths not secured until paid for.

An experienced Surgeon on board.

The owners of these ships will not be accountable for Gold, Silver, Builton, Specie, Jawelry, Precious Buones, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed. For freight or passage, apply to

BOWLING GREEN, New York.

E. C. & J. G. BATES,

E. C. & J. G. BATES, 103 STATE Street, Boston FOR NEW YORK. RETITED CARSI.

RATINE OCASI.

Philadelphia and New York Express Steamboat Ocase.

Philadelphia and New York Express Steamboat Ocase
pany receive freight and leave daily at 2 P. M., delives;

ing thair eargoes in New York the following days.

Freights taken at reasonable rakes.

No. 14 SOUTH WHARVES, Philadelphia.

JAMES HAND, Agent,

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

FOR NEW YORK. The

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

Their steamers are now receiving freight at Second Pier above Walnut street.

Terms accommodating.

W. M. BAIRD & OO.;

while South Delaware Avenue. RAILROAD LINES.

1862.

ARRANGEMENTS OF NEW YORK LINES.
THE CAMDEN AND AMBUY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES. At 6 A. M., via Camden and Amboy, C. and A. Ac-

Express. 300
At 4 P. M., via Camden and Jersey City, 2d Class
Ticket. 30
At 6 P. M., via Kensington and Jersey City,
Evening Mail. 30
At 12 P. M., via Kensington and Jersey City,
Evening Mail. 30
At 12 P. M., via Kensington and Jersey City Southern Mail. 30
At 6 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger)—lat Class Ticket. 25
Dô. 2d Class do. 15
The 6½ P. M. 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 Railroad.
For Mauch Chunk, Allentown, Bethlehem, Belvidere,
Easion, Lambertyille, Flemington, &c., at 7.10 A. M.
Inc connects with train leaving Easton for Mauch
Chunk at 3.36 P. M.)
For Mount Holly, at 6 A. M., 2 and 4 P. M.
For Freshold, at 6 A. M., and 2 P. M.
WAY LINES.
For Bristol, Trenton, &c., at 7.10 and 9% A. M., and

pecial contract: fe2-tf DRIZE MONEY PAID TO OFFI-CERS and MEN of the San Jacinto, Constellaother vessels.

ALBERT POTTS' Army and Navy Agency,
N. E. corner of THIBD and WILLOW Streets,
pa22-1m*

BROOMCORN, HANDLES, TWINE, D &c.; Brooms, Buckets, &c., for sale by
G. B. BLAKISTON, Commission Merchant,
jalo 3m 22 South WATER Street COTTON SAIL DUCK and CAN-VAS, of all numbers and brands.

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

Also, Paper Hanufacturers' Drier Felts, from 1 to 5 test wide.

Tarpeuling, Bolting, Sail Twine, &c.

JOHN W. EVERMAN & CO.,

102 JOHN R. ALEY. CARD PRINTING, BEST AND

Oheapest in the City, at RINGWALT & BROWN S, at South THIRD Street.

SALES BY AUCTION. THOMAS & SONS, M. Nos. 130 and 141 South FUUST in Street, (Formerly Nos. 67 and 68.) MF PUBLIC SALES REAL ESTATE AND STOCKS AT THE EXCHANGE ON TUESDAYS. REAL ESTATE AT PRIVATE SALE. REAL ESTATE AT PROVATE SAUE.

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

SALE OF STOCKS, LOANS, &c.
On Tuesday,
February 18, at 12 o'clock noon, at the Philadelphia Exchange— 3 course bonds, \$500 each, Hestonville, Mantua, and Fairmount Passenger Rullway Company. BALE OF SUPERIOR FURNITURE, FRENCH-PLATE MIRROL, GAS FIXTURES, BURGLAR-PROOF SAFE, CARPETS, &c.

CARD,—Our sale this morning, at the Auction Store, will complise an assortment of superior furniture, &c., worthy the attention of housekeepers, dealers, and others.

Sale at Nos. 130 and 141 South Fourth Street.

SUPRIMOR FURNITURE, FRENC-1-PLATE MIRROBS, HIANO-FORT'S, BEDS AND BEDDING,
BRUSSELS AND OTHER CARPETS, CHINA AND
GLASSWARE &c.

This Morning,
At 9 o'clock, at the Auction 'tore, the superior furniture, piano-fortes, mirrors, Brussels and other carpota,
&c., from families declining housekeeping, removed to the
store for convenience of sale.

Also, one of Luliu's chilled iron burglars proof safes. SALE OF INTERESTING AND VALUABLE MIS-CELLANEOUS BOOKS, On Friday Afternoon,
February 14 at the Auction Store, commencing at 4 o'clock, will be sold a collection of interesting and valuable initeellaneous books.

For particulars see catalogues and books, ready on day of sale. PACKING BOXES, BAGGING, ROPE, &c.
On Tuesday Morning.

18th inct., at 10 0 viers, at the United States Arsenal,
Track Forey road, a large quantity of packing haves. 18th lines, at 10 o'rlock, at the United States Arsensi, Gray's Ferry road, a large quantity of packing boxes, rope, old igon, lumber, paper boxes, &c. Also, immediately after, at the Storehouse, Twenty first and Spruce streets, about 1,500 paper glove boxes, 2,000 lbs rate-board. 1,000 lbs bagging, 1,200 lbs paper, 2,000 lbs rabet bot boxes, iron, &c. And at Twenty-third and Fithert streets, 1st bagging, boxes, iron, and raps. At the State-house, Library street, below Fitth, about 599 packing boxes, large lot hoop iron, paper, &c. Terms cash.

MOSES NATHANS, AUCTIONEER AND COMMISSION MERCHANT, south seek corner of SIXTH and RACE Streets.

TAKE NOTICE.

The highest possible price is loaned on goods at Nathan? Principal Establishment, southeast corner of Sixth and Race streets. At least one-third more than at any other establishment in this city. 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, badding, planos, and
goods of every description.
LOANS MADE AT THE LOWEST MARRET RATES.
This establishment has large fire and thiof-proof safes.

This establishment has large fire and thiof-proof safes, r the safety of valuable goods, together with a private Watchman on the premises.

ESTABLISHED FOR THE LAST 30 YEARS.

ALL LABGE 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 delian to one hundred dollars each, gold chains, fashion-able newelry, diamonds, &c.

MARSHAL'S SALES. MARSHAL'S SALE.—By virtue of a Writ of Sale by the Hon. PHILEMON DICKLIBON, Judge of the District Court of the United States, in and for the District of New Jersey, in Admiralty, to me directed, will be sold at Public Sale, to the highest bidder, for cash, on THURSDAY, the thirteenth day of February next, at one o'clock P. M., at the house of LLOYD JONES, at THUKERTON, in the county of BUBLINGTON, one-fourth part of the schooner OTTWAY P. BINNS, now lying in Mullicativer, near Lower Bank, in said county, being the interest of OTTWAY P. BINNS, a resident and inhabitant of Charles City county, in the State of Virginia.

BENAJAH DEACON,

U. S. Marchall District of New Jersey, Dated January 27, 1862.

MARSHAL'S SALE.—By virtue of

MARSHAL'S SALE.—By virtue of MARSHAL'S SALE.—By virtue of switch says the flow of the District Court of the United States, in and for the Eastern District Court of the United States, in and for the Eastern District of Pennsylvania, in Admiralty, to me directed, will be solid at public sale, to the highest and best biddler, for Cash, at the MERCHANTS! EXCHANGE, on THUESDAY, Fournary 20th, 1862, at 12 o'clock M., the five sixteenths part of the Schooner ELLA, her tackle, apparel, and furniture. Being the interest therein of WILLIAM H. FOWLE, an inhabitant of that part of the State of Virginia lying east of the Allegheny Mountains. The vessel is now lying at House's wharf, Richmond.

WILLIAM MILLWARD.

Wharf, Richmond.

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

PHILADRIPHIA, January 14, 1861

fel2-6t LEGAL.

ESTATE OF HENRY APPLE, Sr., tate of HENRY APPLE, Sr., tate of HENRY APPLE. Sr., deceased, having been granted to the undersigned by the Buyister of Wills for the City and County of Philadelphia, all persons indebted to said Estate are desired to make payment, and those having claime or demands against the same, to present them without delay to HENRY APPLE, JR., 205 S. WATER Street, below Walaut, or HANNAH APPLE, HANNAH APPLE,

600 PARRISH Street, Executors.

Or their Attorney, JOHN L. SHO & MAKER,
ja23-th6t* 325 North SIXTH Street.

ESTATE OF SAMUEL HICKMAN, Deceased.—Wherens Letters of Administration on the above Estate have been this day granted to the undersigned, at those indebted to the said Entate will please make payment, and those having claims against the same present the same for settlement to WILLIAM H. HICKMAN, Administrator, or to GEORGE HICKMAN. ja30-th6t* RIDGE Avenue, above Willow Street.

GLUTEN CAPSULES PURE COD-LIVER OIL The repugnance of most patients to COD-LIVER OIL.

The repugnance of most patients to COD-LIVER OIL., and the inability of many to take it at all, has laduced various forms of disguise for its administration that are familiar to the Medical Profession. Some of them answer in special cases, but more eften the vehicle neutralizes the usual effect of the Oil, proving quite as unpatatable and of less therapoutic value. The repugnance, nausea, &o., to invalids, induced by disgust of the Oil, is entirely obviated by the use of our CAFSULES. GOD-LIVER OIL CAPSULES have been much used lately in Europe, the experience there of the good results from their use in both bospital 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 bonefit and deserved favor. Prepared by

WYETH & BROTHER. de9-tt 1412 WALNUT Street, Philadelphia. MO THE DISEASED OF ALL VENS, Medical Electricians, 1220 WALNUT St., YEAS, Medical Electricians, 1220 WALINO 185., Philadelphia, invite all diseased persons to call; young and old, who have failed of being cured by quacks, old-school phyetcians, and nostrums. We warrant all curable cases by special contract, and charge nothing if we fall.

Consultation free. A pamphlet of great value

charge nothing if we fail.

Consultation free. A pamphlet of great value given to all free of charge.

MRS. JAMES BETTS' CELEBRATED SUPPORTERS FOR LADIES, and the only Supporters under eminent medical patronage. Ladies and physicians are respectfully requested to call only on Mrs. Betta, at her residence, 1039 WALNUT Street, Philadelphia, (to avoid counterfoits.) Thirty thousand tovalids have been advised by their physicians to use her appliances. Those only are genuine bearing the United States copyright, labels on the box, and signatures, and also on the Supporters, with teatimonials. cell-tuthett

WINES AND LIQUORS.

DURE PORT WINE. DUQUE DO POBTO WINE, BOTTLED IN POBTUGAL 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 Avenus and MASTER Street.

HENNESSY, VINE-YARD PROprictors, Bisquit, Tricoche & Co., Marett, Pinet,
and other approved brands of GOGNAO BBANDY, for
sale, in bond and from store, by

CANTWELL & KEFFEB,
Boutheast corner GERMANTOWN Avenus
and MASTER Street. TUART'S PAISLEY MALT WHIS-STUARTS 1

KY.

Buchanan's Coal Ha Whisky,
Old Tom Gin, Old Loudon Gin,
London Cordial Gin, Bohlen's Gin,
In bond and store.

OANTWELL & KEFFER,

Beutheast corner GERMANTOWN Avenue
and MASTER Street.

TOUAVE CHAMPAGNE.—A new brand—an excellent article. Imported and for sale at a price to suit the times, by OANTWELL & KEF-FEE, southeast corner of GERMANTOWN Avenue and RASTER Street. PUDESHEIMER-BERG, LAUBENof one dozen bottles each; warranted pure. Imported
and for sale low by OANTWELL & KEFFER, southeast corner GERMANTOWN Avenue and MASTRE TIMMERMAN'S DRY CATAWBA

WINE.—This approved brand of Cincinnati wine, the best article out for "cobblers," for sale pure, bot-tled and in cases, by CANTWELL & KEFFER, south-sast corner GERMANTOWN Avenue and MASTER Birest. WINTER ARRANGEMENT.

On and after MONDAY, Nov. 25, 1861, the trains will leave PHILADELPHIA, from the Depot, N. E. corner is Higher Monday, Nov. 25, 1861, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of HIGHTERNH and MARKET Streets, at 5.30 A.M., and 2, 4.15, and 6.45 F. M., and will leave the corner of THIRTY-FIRST and MARKET Streets, (West Philadelphia), at 17 minutes after the starting time from the Depot.

ON SUNDAYS.

Leave PHILADELPHIA at S. A. M. and 2 P. M.
Leave West Cheeter at 8. A. M. and 2 P. M.
Leave West Cheeter at 8. A. M. and 2 P. M.
Leave West Cheeter at 8. A. M. and 2 P. M.
Leave PHILADELPHIA at S. A. M. and 4 P. M.
Leave PHILADELPHIA at S. A. M. and 4 P. M.
Leave Philadelphia at S. A. M. and 4 P. M.
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Leave Philadelphia at S. A. M. and 4 P. M.
Leave Philadelphia at S. A. M. and 4 P. M.
Leave Ph

JOHN B. COPE, HARTLEY MERRICE, J. VAUGRAN MERRION, COUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREET,

FIFTH AND WASHINGTON STREETS,
FRILADELPHIA.

MEBRICK & BONS,
ENGINEERS AND MACHINISTS,
Hannfacture High and Low Pressure Steam Enginess
for land, river, and marine service.
Boilers, Gasomoters, Tanks, Iron Boats, &c.; Consings of all kinds, either iron or brass.
Iron-Frame Roofs for Gas Works, Workshops, Reliroad Stations, &c.
Betorts and Gas Machinery of the latest and most
improved construction.
Every description of Plantation Machinery, such as
Sugar, Baw, and Grist Mills, Vacuum Paus, Open Steam
Trains, Defecators, Filters, Pumping Engines, &c.
Sole Agents for N. Billieux's Petent Sugar Botting
Apparatus; Nesnyth's Petent Steam Hammer, and Ascinvall & Wolsey's Patent Centrifuga Sugar Draining
Machine. IF YOU WANT GOOD BUTTER, go to S. B. GOTTWALS', No. 812 SPRING GABDEN