IMPORTANT FROM EUROPE.

Official Notification from Earl Russell.

ARMED VESSELS EXCLUDED FROM BRITISH PORTS.

OPERATIONS OF THE SUMPTER IN THE MEDITERRANEAN.

THE NASHVILLE AFRAID TO VENTURE OUT OF THE PORT OF SOUTHAMPTON.

The royal mail steamship Asia, Capt. Lott, which sailed from Liverpool at 9.30 A. M. on the 1st, and from Queenstown on the 24 inst., arrived at New York on Sa-The Asia brings mails and part of cabin passengers of steamship Etna. February 3d, 1.30 P. M., passed steamship Canada, bound east; February 10th, 10 A. M., passed ship Compromise, bound west.

The Blockade.

The news is of a very interesting character

The London correspondent of the Manchester Guar-\*\*Mr. Seward's explanation to Lerd Lyons, that the sinking of the stone fleet was not meant to inflict permanent injury on the harbor of Charleston, but was merely the substitution of a blockade by submerged granite blocks for one by thosting cruisers, is solzed upon as an unguarded admission, which cuts away from under Mr. Seward's feet the ground for maintaining the efficiency of the blockade. International law, it is said, as little recognizes a stone blockade as a paper one. It is remarked, that if our Government were disposed to upset the blockade, Mr. Seward has furnished them with quite as good a handle as the list which Mr. Lindsay is to produce, when Parliament meets, of 500 or 700 ships (I heard both numbers stated) which have run the blockade. It is now, howers, generally anticipated that the Government will not give way to the pressure put upon them in the direction of Southern wishes and interests; but that they will stand out for the policy of maintaining the neutral position we have hitherto held."

The same writer has the following in relation to

The Tuscarora and Nashville. twenty four hours, but Capt. Pegram having represented that obed ence would involve certain destruction, not only to his ship, but to his crew—for that he expected the Tuscavora would show him no mercy, and would in all probability send both ship and men to the bottom—some extension of time has been granted from considerations of humanity. Still, the nuisance of having to keep a frigate watching two ensmies' ships, less they should convert the Solent into a battle field, and pound each other to pieces within hall of the yacht club houses of Cowes or Calchot Castle, has, it is reported, decided our Government to follow the example of France and Spain, in issuing a proclamation to forbid the armed ships of either beligerent from remaining more than twenty four hours in any British port. Such a proclamation, if I am rightly informed, may be looked for in the first Gazette."

The Federal Debt—The Times on Mr. Seward.
In the city article of the London Times, it is remarked The Federal Debt—The Times on Mr. Seward. In the city article of the Loudon Times, it is remarked that the statement of Mr. Seward, inaplying that the United States Government will hold themselves bound, after they have subjugated the Confederates, to restore such harbors as they may destroy, or to open up better ones, has added considerably to the disquiet of the holders of Federal bonds, since it makes a further infinite addition to the prospects of the ultimate amount of debt. The Times further remarks:

"It is essential to remember, in every calculation that may now be made on American finance, that the Northern outlay represents only a portion of the whole. If the Confederates should be vanquished, they can exceed be so crushed as to be forced back into the Union, under the condition that the Union shall be liable for the debts of the North, and not for those of the South; and, on the other hand, supposing the Confederates able to establish their independence, the Northwill be left to sustain the whole of its own burdens, with a heavy reduction of population and territory. a heavy reduction of populsition and territory.

"The position of the stocks of individual States is far less hazardous than that of United States stocks. In relation to other securities, such as those based on all relation to other securities, such as those based on rail-ways, mines, &c., not immediately on the scene of war, there is perhaps little ground for apprehension."

Respect the Blockade. Mr. Barnes, member of Parliament for Bolton, in addressing his constituents, protested on commercial and political grounds against the breaking of the American blockade, and strongly urged that the surest way of permanently benefiting the cotton trade was to turn every attention towards the development of the resources of Iudia. The Privateer Sumpter.

The Privateer Sumpter.

The Paris correspondent of the London Herald says:
Letters from Marseilles state that the utmost consternation prevails among the American shipmasters in
that harbor, ever since the presence of the Sumpter in
the Mediterranesh has been ascertained. I hear that an
attempt has been made to induce the French Government
to grant a convoy, and that the American consul is said
to have written to the captain of the Tuscarora, requesting him to take his ship to the Mediterranean as
soon as possible."

What the Merchants Say. At the annual meeting of the Manchester Chamber of Commerce, the American question—more particularly as it affects the supply of conton—was debated at length, and a policy of strict neutrality on the part of England was very generally urged by the speakers. A proposition that the Chamber should open a conference with the New York Chamber of Commerce, with a view to

The Mexican Intervention. The Correspondencia, of Madrid, publishes the follow-ing semi-official declaration:

For the second time we have to repeat, in reply to a Nor is there any truth in the report that the Spanco. Nor is there any truth in the report that the Spanish Government has come to an agreement with any other Government to found a new monarchy in the ancient Spanish monarchy. The Mexicans are at liberty to select their own form of government, and a head for their State which suits them best, and the conduct of Spain

Neutrality of the European Powers on the American War-Important Proclamation from the British Foreign Officer. From the British Foreign Officers

Foreign Officer, January 31, 1862.

The following letter from Earl Russell to the Lords Commissioners of the Admiralty is published in the London Gazette:

My Lords: Her Majesty being fully determined to observe the duties of neutrality during the existing hostitities between the Unised States and the States calling themselves "the Confederate States of America," and being, moreover, resolved to prevent, as far as possible, the use of her Majesty's harbors, ports, and coasta, and the waters within her Majesty's territorial jurisdiction, in sid of the warlike purposes of either belligerent, has commanded me to communicate to your lordships, for your guidance, the following rules, which are to be treated and enforced as her Majesty's orders and directions.

your guidance, the following rules, which are to be treated and enforced as her Majesty's orders and directions.

Her Majesty is pleased to further command that those rules shall be put in force in the United Kingdom and in the Channel Jalands on and after Thursday, the 6th day of February next, and in her Majesty's territories and possessions beyond the seas six days after the day when the Governer or other chief authority of each of such territories or possessions, respectively, shall have notified and published the same, stating in such notification that the said rules are to be obeyed by all persons within the same territories and possessions.

I. During the continuance of the present hostlittles between the Government of the United States of North America and the States calling themselves "the Confederate States of America," or until her Majesty shall otherwise order, no ship-of-war or privateer belonging to either of the belligerents shall be permitted to enter or remain in the port of Nassau, or in any other port, road-stead, or waters of the Bahama Islands, except by special leave of the Lieutenant Governor of the Bahama Islands, or in any case of stress of weather. If any such yessel should enter such port, roadstead, or waters, by special leave, or under stress of weather. If any such yessel should enter such port, roadstead, or waters, by special leave, or under stress of weather. If any such yessel leave, or under stress of weather, the authorities of the place shall require her to put to sea as soon as possible, without pennitting her to take in any supplies, beyond what may be necessary for her immediate use.

If at the new hen this order is first notified in the Bahama Islands there shall be any such yessel already within any port, roadstead, or waters of those islands, the lieutenant governor shall give notice to such yessel to depart, and shall require her to put to sea, within such time as he shall, under the circumstances, consider proper and reasonable. If there shall be then ships-of-war or

have passed beyond the territorial jurisdiction of her Majesty.

II. During the continuance of the present hostilities between the Government of the United States of North America, and the States calling themselves "the Confederate States of America," all ships-of-war and privaters of either belligerent are prohibited from making use of any port or readsteads in the United Kingdom of Great Britain and Ireland, or in the Channel Islands, or in any of her Majesty's colonies, or foreign nessessions or de-

Britain and Ireland, or in the Channel Islands, or in any of her Majesty's colonies, or foreign possessions or dependencies, or of any waters subject to the territorial jurisdiction of the British crown, as a station or place of resort for any warlike purposes, or for the purpose of obtaining any facilities of warlike equipment; and no ship of war or privateer of either belligerent shall hereafter be permitted to sail out of or leave any port, rundstead, or waters subject to British jurisdiction, from which any vessel of the other belligerent (whether the same shall be a ship-of-war, a privateer, or a merchant ship,) shall have previously departed, until after the expiration of at least twenty-f ur hours from the departure of such last mentioned vessel beyond the territorial jurisdiction of her Majesty. mentioned veser beyond and privateer of either bellige-tent shall, after the time when this order shall be first notified and put in force in the United Kingdom and in. the Channel Islands, and in the several colonies and to-reign possessions and dependencies of her Majesty, re-spectively, enter any port, roadstead, or water belonging to her Majesty, either in the United Kingdom or in the Channel Islands, or in any of her Majesty's colonies or foreign possessions or dependencies, such vessel shall be required to depart and to put to sea within twenty-four hours after her entrance to such port, readstead.

required to depart and to put to sea within twenty-four hours after her evitance to such port, seaport, roadstead, or waters, except in case of stress of weather, or of her requiring provisions or things necessary for the subsistence of her crew, or repairs; in either of which cases, the authorities of the port, or of the nearest port (as the case may be,) shall require her to put to see as soon as possible after the expiration of such period of twenty-four hours, without permitting her to take in supplies, beyond what may be tecessary for her immediate use; and no such vessel, which may have been allowed to remain within Exitish waters for the surpose of remain, shall contains what hay be accessary to ther immediate use; and no such vessel, which may have been allowed to remain within British waters for the purpose of repair, shall continue in any such purit, roadstead, or waters, for a longer pariod than twenty-four hours after her necessary repairs shall have been completed; Provided, nevertheless, that in all cases, in which there shall be any vessels (whether ships of war, privaters, or merchant ships), of both the said belligerent parties, in the same port, roadstead, or waters, within the territorial jurisdiction of her Majesty, there shall be an interval of not less than twenty-four hours between the departure therefrom of any such vessel (whether a ship-of-war, a privater, or a merchant ship), of the one belligerent, and subsequent departure therefrom of any ship-of-war, or privater, of the other belligerent; and the times hereby limited to the departure of isuch ships-of-war and privateers, respectively, shall always, in case of necessity, be extended, so far as may be requisite for giving effect to the proviso, but not further or otherwise.

other crew, and except so much coal only as may be sufficient to carry such vessel to the nearest port of her own country, or to some nearer destination; and no coal shall be again supplied to any such ship-of-war er privateer, in the same, or any other port, roadstead, or waters subject to the territorial jurisdiction of her Majesty, without special permission, until after the expiration of three months from the time when such coal may have been last supplied to her within British waters as aforesaid.

I have, &c., RESSELL. Norm.—A similar letter has been addressed to the Secretaries of State for the Home, Colonial, War, and India Departments, and to the Lords Commissioners of her Majesty's Treasury.

FRANCE. TRANCE.

The comments of the French press on the Emperor's speech are generally favorable. Of the American portion of the speech the Siccle says:

"Contrary to what several journals endeavor to accredit, the Emperor declares himself very clearly in favor of neutrality in the American dispute. So long as the rights of neutrals shall be respected, France will remain a spectatress of that civil war, which, we trust, will finish by an approaching victory of the North over the revolted South. We have expressed too often our hopes in favor of the Northern States of America to render it necessary to return at present to that question."

bers on American affairs express the regret of the French Government at the civil war, and the friendly feeling of the Emperor towards the United States. On the 6th December the French Ambassador in London read M. Thouvenel's despatch on the Trent affair to Earl Russell, who stated how sensible the Queen's Government were of the support given to them in this circumstance by France. On the 11th of January, after the difficulty was settled, the French Ambassador in London was again desired to acknowledge the efficiency of the good offices of France, which, in the opinion of the English Cabinet, had powerfully contributed to induce the Government of the Union to restore the prisoners seized on board the Trent.

THE LATEST. LONDON, Saturday Evening.—Funds have been rather firmer to-day, and consols have improved 1/2 per capt. British railway stocks dull, but not lower.

Twenty-eight miners have been suffocated in Styria, owing to a lutt at the month of the pit taking fire, the smoke from which was drawn down the workings.

The Shipping Gazette says there is little doubt that the French Government will follow our example in imposing still more stringent obligations of mutrality on French subjects in reference to the American belligerents. Confederates and Federals will be thus compelled to keep the sea, or shelter in such ports as still remain epen to them on the American seaboard. The tendandy of the enforcement of such neutrality is certainly towards restricting the maritime operations of both parties, and is so far a protection to maritime commerce.

Paril, Feb. 2.—The Independence Beige asserts that the Southern commissioners have informed the English Government that, in return for the recognition of the Southern Confederacy, they would establish most absolute free trade for flat years, abolish the external slava traffic, and emancipate all blacks born after the recognition of Laternine London.

Into free trade for n.ty years, about the external save traffic, and emancipate all blacks born after the recogni-tion. These offers, however, will not determine Lord: Palmerston to abandon the policy of neutrality. London, February 2.—The proposition of Mr. Gre-gory for the recognition of the South will be discussed soon after the opening of Parliament. An interesting and excited debate and rejection of the proposal is, ex-rected. mine tenies under the reported of the process is pected.

MADRID, Yeb. 2.—The Sumpler is still at Gibraltar.

Don Almonte, Mexican Minister, has arrived at Trieste, and been received by the Archduke Maximilian.

The Austrian Gazette mentions the re-appointment of the Archduke Maximilian as commodor of the Austrian navy, and contradicts the roport respecting the scheme to place him on the throne of Mexico.

Liverroot, Feb. 2.—The steamships Kangaroo and Bohemian arrived have to-day.

The Latest Markets. LIVERPOOL, Feb. 1.—Cotton—The sales to-day add up 5,000 bales, the market closing steady at unchanged prices. The sales to speculators and exporters were 2,000 bales.

Breadstuffs quiet, and steady. Previsions quiet.
LONZON, Feb 1.—Consols are at 92% 2933 for money.
Illimois Contral shares 43% 243 discount. Eric shares 29

HAVRH, Jan. 30.—Cotton—Sales of the week 11,500 TAVER, Jan. 30.—COTON—Sales Of the Week 11,500 bales, the market closing quiet, but steady.

The stock of Cotton in port is 111,000 bales.
PARIS, Feb. 1.—The Rentes are at 70f io.
BOMBAY, Jan. 13.—The exportation of saltpetre from India except to British ports is prohibited.

A large gold field has been discovered in Southern Mahratta.

Latest Shipping Intelligence. QUBERSTOWN, Feb. 2.—Arrived from New York—Wells at Deal; Ann Adamson and Maritana at Cork; Graham's Polly at Cadiz; Emilie at Falmouth; Rewantree and Hndymion at Liverpool; Irene, Ben Dorrance, and Emerald at Queenstown; Queen Victoria at Dublin. Sailed for Charleston—Hardee, from Aberdeen.

Letter from Washington. ndence of The Press.

WASHINGTON, Peb. 14, 1862. Washington presents just now one of the most delightful spectacles of an overcrowded city the world ever saw. The streets are filled with men in military dress, and the hotels with their wives, and mothers, and daughters. Every available house is rented out for lodgings, and stores are being improvised in every direction. The sign "sutlers' stores," is as familiar on the Avenue as "dry goods" is on Market street. The old families here of course, close their doors against this Yankee mob, but they forget not to fleece these same Yankees in the manner of exorbitant rents. The character of Washington has completely changed; the old sleepy capital of yore has given place to the hum and excitement of a metropolitan city. In the matter of hotels, the old ones have changed hands, and new ones are being opened. Brown's, the first hotel, is under the proprietorship of Mr. Andrew Potts. of Philadelphia, and is now known as the Metropolitan. It presents quite a different aspect, inside and out, much of which is due to Mr. Richard Thompson, late of the Congress

Hall, Cape May. Willard's Hotel also has changed hands, George Presbury, Esq., under the arm of Chadwick, Sykes, & Co., having made a fortunate exchange from the old Girard House, of Philadelphia. Among the others are the Ebbitt, National, Kirkwood, Clarendon, Prescott, Clay's (the old U. S.,) Avenue, Joey's, Excelsior, and many others lately esta-

AMUSBMENTS. Next to hotels, the places of amusement mark the large influx of visitors to the Federal capital. Concert salooms are springing up like mushrooms, and every available hall is being turned into a place ing they have just vacated is being now changed into a theatre, which will soon open under Manager Ford. It was formerly a Baptist church, and is culty at the old theatre between the owner (Carusi) and the lessee, Mr. Bland, which may result in the latters' retirement. If this should happen, Manager Canning, of Philadelphia, would be a good man to infuse a little life in that old concern, if he could be induced to accept. He is well known to the whole theatrical profession, having been inducted therein by John Drew.

Campbell's Minstrels are at Philharmonic Hall. The Circus, or King's Amphitheatre, is located in E street, below the Avenue, and Canterbury Music Hall in the Express Building, in Louisiana avenue below Sixth street. All these places and many others are nightly filled, besides which are lectures at the Smithsonian Institute, &c.

THE HOSPITALS Are all full here, and several hundred patients have been already sent to Philadelphia. This is a merited tribute to the medical fame of your city. There are now considerably over a thousand patients in the general hospitals, independent of those in camp. Heretofore their maladies have not been of a serious er contagious character, but the surgeen general's last report shows an increase of ophthal-mia, twenty cases being reported in one company of Blenker's division last week. This increase shows the necessity of establishing an ophthalmic hospital here, to arrest, if possible, the spread of contagion. There is a proposition now before the Military Committee of the Senate to establish one. HORSE RAILWAY.

It is earnestly hoped that the bill now before Congress, providing for a passenger (horse) railway along Pennsylvania Avenue, may speedily pass. None but those who have occasion to travel much through Washington can appreciate the convenience this would be to the citizens and strangers here. Nothing but a jealousy about the corporators could have delayed its accomplishment so long.

[Correspondence of The Press.]

CAMP WOOD, MUNFORDSVILLE, KY., February 10, 1862. Again the starry emblem of our national freedom floats in triumph over the fair soil of Tennessee, never to be lowered we trust! The hearts of thousands of loyal Tennesseans throb with delight at the announcement, hailing it as the harbinger of better days. The fearless and intrepid Brownlow, and the gallant Johnson, who have so long and fearlessly battled for truth and justice and the honor of their loved soil, may ere long again lift up their voices in praise to God and in defence of the daring to molest or intimidate them.

daring to molest or intimidate them.

Each successive day but renders the fact more apparent that we are gradually out-generaling their forces. The gigantic anaconda is slowly but surely tightening its coils around its victim. The policy of conducting the campaign with but little bloodshed is working like a charm.

A few days previous to the capture of Fort Henry information was received here to the effect that General Hindman's forces were removing the felled trees from the pike a few miles below here; also removing the obstructions they had placed in the tunnel on the L and N. R. R., between here and Bowling Green, What their intentions were in so doing is hard to imagine. It could not have been their intention te advance with their main force to attack this division, as their forces are known; to their intention to advance with their main force to attack this division, as their forces are known; to be far inferior to ours in point of numbers, and probably not much superior in point of courage. All their precedents go to establish the fact that it is not their intention to attack equal numbers, much less a superior force; nor is it probable that they did it to facilitate our process—their previous

less a superior force; nor is it probable that they did it to facilitate our progress—their previous actions would hardly entitle them to credit for so much magnanimity. We can, therefore, only conjecture until farther developments.

A rumor in camp last evening reports the retreat of Hindman's forces from Bell's Tavern since the capture of Fort Henry. I cannot vouch for the correctness of the report.

A spy, returned last evening, says he gained an eminence where he could overlook Bowling Green. He reports the forces and defences there as much less formidable than represented. From present appearances, they will either have to evacuate or be outgemeralled and have to surrender. The Confeds but shortened their existence as a Confederacy feds but shortened their existence as a Confederacy when they made Kentucky the theatre of their Gen. McCook, who left here a few days ago, as

said belligerent parties, in the same port, roadstead, or waters, within the territorial jurisdiction of ther Majestry, there shall be an interval of not less than tweaty-four hours between the departure therefrom of any such vessel (whether a ship-of-war, a privateer, or a merchant ships, of the one belligerent, and subsequent departure therefrom of any such vessel (whether a ship-of-war, a privateer, or a merchant ship, of the one belligerent, and subsequent departure therefrom of any such vessel turn of fsuch ship-of-war, or privateer, of the other belligerent; and the times hereby limited to the departure of fisuch ship-of-war and privateers, respectively, shall always, in case of necessity, be extended, so far as may be requisite for giving effect to the proviso, but not further or otherwise.

IV. No ship-of-war or privateer of either belligerent shall hereafter be permitted, while in any port, roadstead, or waters subject to the territorial jurisdiction of her Majestry, to take in any supplies, except provisions and such other things assumy be requisite for the subsistence of her crew; and except so much coal only as may be sufficient to carry such vessel to the nearest port of her own country, or to some nearer destination; and no card only as may be weather has been quite favorable for the past few at an occarding the private of the provisions and such other things assumy be requisite for the subsistence of her crew; and except so much coal only as may be sufficient to carry such vessel to the nearest port of her own country, or to some nearer destination; and no card only as may be requisited for the subsistence of the provision and such other things assumy be requisite for the subsistence of her crew; and except so much coal only as may be requisited for the subsistence of the provision and such other things assumy be requisited for the subsistence of her crew; and except so much coal only as may be requisited for the subsistence of her crew; and except so much coal only as may be requisited for the s days; hoping it may continue so until we have ac-complished a march of forty miles, I remain yours until something of note occurs. OWEN. The Situation of Affairs at Columbus. In consequence of the conviction of General Polk that the enemy intended to make an early and formidable demonstration against Columbus,

and formidable demonstration against Columbus, our forces at that point have been very heavily reinforced within the last two weeks. Regiments from Louisiana, Mississippi, and Tennessee have been pouring in, as well as some few Texas regiments, who came through Arkansas.

General Besuregard is at Columbus. He reached Nashville on the 4th, where he was enthusiastically received. The same night he quitted Nashville, and probably just reached Columbus on the morning of the day on which Fort Henry was captured. Col. WARDROP'S SWORD .- General Hill, finish by an approaching victory of the North over the revolted South. We have expressed too often our lopes in favor of the Northern States of America to render it necessary to return at present to that question."

The Opinione Nationale, after quoting the Emporor's words relative to America, says:

"This significant phrase, of which we are most happy to take note, shows that the intervention talked of by certain French journals is a more chimera, and fully justifies the system of neutrality which we have always advocated."

COL. WARDROP'S SWORD.—General Hill, captured at Roansoke Island, has a sword belonging to Colonel David W. Wardrop, of the Union Coast Guard. The sword, which was presented to Colonel Wardrop by his friends while he was a captain, and is note, provided accordingly, was loaned to Theodore Winthrop, and was taken by Hill at Big Bethel. It is a pity that Colonel Wardrop's Sword.—General Hill, captured at Roansoke Island, has a sword belonging to Colonel David W. Wardrop, of the Union Coast Guard. The sword, which was presented to Colonel David W. Wardrop, of the Union Coast Guard. The sword, which was presented to Colonel David W. Wardrop, of the Union Coast Guard. The sword, which was presented to Colonel Wardrop by his friends while he was a captain, and is insorting account of the Union Coast Guard. The sword, which was presented to Colonel David W. Wardrop, of the Union Coast Guard. The sword, which was presented to Colonel David W. Wardrop, of the Union Coast Guard. The sword, which was presented to Colonel Wardrop by his friends while he was a captain, and is insorting account of the Union Coast Guard. The sword, which was presented to Colonel Wardrop by his friends while he was a captain, and is insorting account of the Union Coast Guard. The sword, which was presented to Colonel Wardrop by his friends while he was a captain, and is insorting account of the Union Coast Guard. The sword, which was presented to Colonel Wardrop by his friends while he was a captain, and is insorting accou gratified. Several companies of his command were The official documents laid before the French Cham. engaged in the affair.—Boston Journal.

Roanoke [For The Press.] Fair island by the calm, blue Sound, Where high thy pines their branches sway, And make low melodies all day To lull the slumbers of the drowned

The sea-gull screams along thy strand To mock the vulture and the crow, And lonesomely the wreckers ge Down the long aisles of silver sand. There are no sails across the bar; Where is the fisherman's cance, And all the cunning nots he drev Before the blighting of the war?

No more the hounds and hunters come To chase the wild deer from the oak; For desolation sere and dumb, Sits in the homes of Rosnoke. There first my pale and sanguine race A birthplace found, perhaps a grave;\*

Her father came too late to save, He met no welcome and no trace And vainly rode the anguished carl-For so the sole direction ran-Across the tide to Croatan, And searched the groves of Albemarie Perhaps she loved some Indian brave. And dusky children learned to know Far in the land of Manteo; Or paced, half-famished by the wave.

Where gazing wearily at morn, She heard the far surf clash and croak The requiem of the golden corn That never came to Rosnoke. Thrice ploughed thy sand the English keel-They turned their helm through Coracock-They perished by the tomahawk, The famine hand, the fever heel. The brave Sir Walter led the way;

He saw the blue smoke curling go Up from thy huts, Granganimo, Where the red Indian children play. And swearing never to forget The faith he pledged the tawny chief, They smoked the first tobacco leaf In the all-hallowed calumet. Alas! for Christian oath and plight,

His holy vow the Briton broke, And murdered, in a single night, The native Lords of Rosnoke. The wild duck flocked the Sound astir, The bear looked out from Secotan-They saw no living human man, But only where the ashes were. And never more the yellow maize

The isle was sered by some ill luck 'Til after many weary days. Still might the squaw and hunter dwell,-Nor had the pale face need to go Far from the sunny Pamlico.-If but each trusted each as well. They spurn the pleasant homes they hold:

Flecked half the fields of Cucrituck-

The old, old peace they ruthly broke, And wandered vainly after gold Far up the stream of Roanoke. Those savage times have waned apace, The piney isle no red men tread, Their wigwams and their wives are dead, And war has blackened all the place; For treason left its thousand farms,

And called across the stormy main A host of loyal men at arms. Thy pines De Monteil's death bemoan, Thy surge brave Russell's requiem measures And delving for forbidden treasures, Thy traitors dig but skull and bone. Two awful days the foemen met,

And broke the calumet in twain;

And when the third all glerious woke, The spanned flag we worship yet, Curled all its stripes o'er Rosnoke. The corpse half buried in the sand, The far-off friends that wait the shock. The raven brooding on the rock, The hungry sky, the lonesome land, The blood, the tears, the sons, the sires—

Oh! these too well the triumph note, Though ringing from the nation's throat Acclaims that quench her funeral pyres. We laugh and weep all unawares; The flag above, the dead beneath, The sabre dripping in its sheath, And on our lips dear household prayers.

See mercy in the arms of fear. My God! this curse of blood revoke May every loyal Northern spear Be nerved with news from Roanoke.

GEO. ALFRED TOWNSEND. Philadelphia, February 16, 1862.

\* Virginia Dare, the first offspring of English parent

in the New World, was born on Rosnoke Island, 1587. FROZEN TO DEATH.—The St. Paul (Min.)

Pioneer, of the 7th, relates a sad story of the
freezing of a woman and her grandson (a little boy
about twelve years of age), on the night of the 30th
ult., on a prairie below Hastings. The woman and
boy started from Hastings early in the evening for
home, a distance of four or five miles, and were
driven in a sleigh by a gentleman going in that direction to within half a mile of her residence, and
left to go the rest of the way on foot. The next
day the woman's son went to Hastings to bring
his mether home, and leftned that she had
started the previous evening with the gentlehis mether home, and learned that she had started the previous evening with the gentleman above referred to. The son went to the house of the man who had carried his mother out of Hastings, and inquired for her, and was informed of her being left within half a mile of home the evening previous, and also that she was probably frozen or buried in the snow. Search was then made, and the woman was found partly buried in the snow, within a fow rods of her residence, frozen to death. The little boy was also found near her, insensible, with his hands and feet badly frozen. Upon recovering his senses, he said his grandmother got lost in the snow, and, fearing she would freeze, she cried loudly for help, but her cries were not heard. When she became too much benumbed to proceed further, she took off some of her clothing and wrapped t around the boy, which was probably the means of saving his life. It is thought the boy will recever without the loss of his limbs.

The report now going the rounds of the

will recever without the loss of his limbs.

The report now going the rounds of the death of Mr. J. Holbrook, special agent of the Post Office Department, is incorrect. Mr. Holbrook was in the enjoyment of his usual health on Tuesday last, but has been called to mourn the loss of his only son, Mr. J. B. Holbrook, who died at Chicago on Tuesday, at the age of twenty-eight. THE Syracuse (N. Y.) Journal learns from familiar friends of Gen. Sumner, that about ten days ago he reported himself at headquarters as ready for duty. Gen. McClellan immediately replied that as the services of so brave and experienced an officer would be invaluable to him when the advance of the army of the Potomac took place, be should have his place in the foremost column. he should have his place in the foremost column. THE CANADIAN JOURNALS SAY that Parlia-

ment will be convoked early in March, to provide for the system of defences recommended by the Imperial Military Commissioners. PHILADELPHIA BOARD OF TRADE. JOHN E. ADDICKS, THOMAS S. FERNON, JOHN SPABHAWK, LETTER BAGS At the Merchants' Exchange, Philadelphia.

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Feb. 17, 1862. SUN RISES...... 6 52—SUN SETS...... HIGH WATER

ARRIVED.

Ship Moro Castle, Moss, 5 days from New York, with sugar and molasses to order—vessel to Peter Wright & Sons. Towed up by tug America. Passed off the Brown, bark Aristides, from New York, at anchor.

Brig Billow, Hodgdon, 7 days from Boston, with mass to Crowell & Collins. Brig Billow, Hodgdon, 7 days from Boston, with mass to Crowell & Collins.

Schr Ann S Cannon, Nowell, 13 days from Matanzas, with sugar and molasses to J Mason & Co.

Schr John Stroup, Lake, 3 days from Sagua la Grande with sugar and molasses to S & W Welsh.

Schr Mary, Hendrickson, I day from Odessa, Del, with grain to Christian & Curran.

Schr Samuel Fish, Davis, 3 days from Fortress Monroe, in ballast to J E Bazley & Co.

Ship John Leslip, Davis, 3 days from New York, in Ship John Leelie, Douglas, 3 days from New York, in ballast to Peter Wright & Sons. Towed up by tug America. Passed off the Brown, bark Aristides, from New

Steamship Saxon, Matthews, Boston, H. Winsor. Steamship M. Sanford, Sanford, New York, James All-Steamship M Santoru, Sons.
Schr Robert Corson, High, Boston, Twells & Co.
Echr S A Boice, Boice, Port Royal, SC, Tyler, Stone Bohr S A Boice, Boice, Fort Royal, 50, Ajan, 5000.

Co.
Schs J R Fox, Campbell, Washington, do
Schr Chalcedonia, Rowe, Washington, J R White.
Schr Sarah Jane, McCready, do
do
Schr Venus, Adams,
Schr E Belden, Street, Washington, J R Blakiston.
Schr E Townsend, Williams, Boston, R B Wiglow.
Schr Alexander, Shellborn, Georgetown, Hicks & Co.
Schr R S Dean, Cook, New Castle, Del, Twells & Co.
Str W Woodward, Chance, Baltimore, A Groves, Jr.
Service of the Schraft Company of the Sc

ET TELEGRAPH.

(Correspondence of the Philadelphia Exchange.)

LEWES, Del., Feb. 10—8 P. M.

The bark H F Fish, from New York for Philadelphia, is at anchor of the Breakwater. Several schooners went

(Correspondence of the Philadelphia Exchange.)

LEWES, Del., Feb 15.

Ships Atalanta and Clyde, both for London, passed to sea this morning. Ship John Leslie, from New York, and bark Aristides, from do, passed in. Wind east, and anowing. anowing. Yours, &c. JOHN P. MARSHALL.

MRMOBANDA.

Schrs Fly, Cheeseman, for Philadelphia; Hickman, Dickerson, for Lewes, Del; Georgia, Morris, for Smyrna, Del, and May Price, Bilzzard, for Wilmington, Del, cleared at New York 14th inst.

Schrs S W Ponderr, Atkins, from Milton, Del, and C Knight, Hall, from Lubec for Philadelphia, at New York 14th inst. Knight, Hall, from Lubec for Philadelphia, at New York
14th inst.

The steamboat Robert Morris, of Philadelphia, now
lying at Fortress Mource in a damaged condition, with
her hull, engine, and tackle, were sold by suction at Baltimore 13th inst, and purchased by Stephen & J W Flanigan for \$1,900.

Br brig Narcissus, of Halifax, from Gonaives for Gibraitar, for orders, went ashore on the NW point of Inague on the 24th ult. All hands saved; also about \$00 bags
coffee, which was landed in good order by the wreckers
at I. Vessel a total loss.

NOTICE TO MARINERS.

The Light Ship Relisf has arrived at her station, about 70 miles ESE of Hitton Head (Port Royal, SC.) She lies in seven fathoms of water. A brilliant light is exhibited from her every night.

LEGAL. ESTATE OF MARTHA M. LONG-STRETH, Deceased.—Letters Testamentary upon the Estate of MARTHA M. LOUGSTRIH, deupon the Estate of MAITMA M. LOEGSTRIH, deceased, having been granted to the undersigned by the Register of Wills, for the Oity and County of Philadelphia, all persons indebted to said Estate are desired to make payment; and those having claims or demands against the same, to present them without delay to JOHN L. LONGSTRITH. Executor, No. 410 CALLOWILL Street. or his Attorney, JOHN L. SHOEM AKER, jal3-m6t\*

INSTATE OF JOHN WECKERLY, Deceased.—Letters Testamentary to the Estate of JOHN WECKERLY, late of the City of Philadelphia, Victualler, deceased, having been granted to the underof JUHN WECKERLY, jake of the City of Philadelphia, victualler, deceased, having been granted to the undersigned, all persons indebted to the Estate will please make payment; and those having claims will present them to the Executors, at Hall, Northeast corner FOURTH and GEORGE Streets, (basement)

WM. M. WHCKERLY, Executors. TN THE COURT OF COMMON

PLEAS OF PHILADELPHIA COUNTY.

In the matter of the distribution of a certain sum of money paid into Court upon the petition of HENIXY HOOVER, to pay off and extinguish a certain ground HOOVER, to pay off and extinguish a certain ground rent.

The Aeditor appointed to distribute the sum of \$606.67 principal and \$6.33 artarages of a certain annual ground rent, reserved out of all that certain lot or piece of ground situate on the north side of WHARTON street, between Delaware THIBD and FOURTH street, in that part of the consolidated (lift of Philadelphia formerly the District of Southwark, at the distance of one hundred and sixty-seven feet and one-half of a foot from the west side of the said Third street, containing in front or breadth on the said Wharton street, sixteen feet, and extending of that width northward between parallel lines, at right angles to said Wharton street, sixty-five feet three inches; bounded on the north by ground granted or intended to have been granted to James B. Hattuck on ground rent, on the east and west by other ground of Christopher and John Fallon, and on the south by the said Wharton street; which sums have been paid into Court in pursuance of an order made upon the petition of Henry Hoover under the provisions of an act of Assembly, entitled an act in relation to ground rents and judgments in Philadelphic county, praying that John Fallon and P. Pempetron Morria, owners of said ground rent, may be compelled to extinguish the same; will attend to the duties of his appointment at his office, No. 726 WALNUT street, on TUESDAY, February 25th, 1862, at 12 o'clock M., when and where all persons having claims upon the said sums of money are required to present them or be forever debarred from coming in upon the said fund.

COPARTNERSHIPS.

COPARTNERSHIPS. CHARLES A. SHARPE is this day admitted to an interest in the firm of PHTER T. WRIGHT & CO. PETER T. WRIGHT, JAMES PALMER. Philadeiphia, Feb. 15, 1862.

TOTICE.—We, the subscribers, have this day entered into a Limited Partnership, agreeably to the provisions of the act of Assembly, Passed the first day of March, 1836, entitled "An act relative to Limited Partnerships," and the supplements thereto, and do hereby cortify that the name of the firm under which said partnership is to be conducted, is "EDWARD M. NEBDLES." that the general nature of the business to be transacted is the purchase and sale of Fancy Dry Geods, and other business incident thereto, and the same will be transacted in the city of Philadelphia; that the name of the special partner is Thomas J. Megear, also residing in the city of Philadelphia, at Ne. 1123 Mount Vernon street, and the name of the special partner is Thomas J. Megear, also residing in the city of Philadelphia, at No. 141 Arch street; that the capital contributed by the said Thomas J. Megear, special partner, is five thousand dollars, in cash; that the period at which the said partnership is to commence is the first day of February, one thousand eight hundred and sixty-two, and that it will terminate on the thirty-first day of January, one thousand eight hundred and sixty-two, and that it will terminate on the thirty-first day of January, one thousand eight hundred and sixty-two.

EDWARD M: NEEDLHS, General Partner, PRILADELPHIA, Feb. 1, 1862.

TOORT RICHMOND IRON WORKS. Philadelphia, Feb. 13, 1862.

TOORT RICHMOND IRON WORKS. DORT KICHMOND IRON WORKS.

—COPARTNERSHIP NOTIOE.—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,
& CO.

LEWIS TAWS,
JOHN J. THOMPSON,
fell JOHN H. TOWNE.

P. JAURE COME, F. LAVERGNE. DISSOLUTION.—The Copartnership

formerly existing between the undersigned, under the firm of VANDERVEER, ARCHER. & 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. VANDERVEER, B. F. ARCHER, F. B. EEEVES.

Philadelphia, January 10, 1862. COPARTNERSHIP NOTICE.—The undersigned have this day formed a Copartnership, under the firm of ARCHER & REEVES, for transaction of a WHOLE-SALE GROOKEY business, at the old stand, No. 45 and No. 48 North DELAWARE

Avenue.

BENJAMIN F. ABCHER,
FRANCIS B. REEVES.
Philadelphia, Jan. 10, 1862.

jal3ial3-# COPARTNERSHIP NOTICE.—IS—
WE RABL MORRIS this day retires from our firm.
His sons, THEODOBE H. MORRIS and FREDERIOR
W. MORRIS, are admitted as partners; and the business will be continued as heretofore.

MORRIS, WHEELER, & CO.,

Itou Marchants. Iron Merchants, 1608 MARKET Street. Philadelphia, Dec. 31, 1861.

PROPOSALS. PROPOSALS for ARMY SUPPLIES. OFFICE OF COMMISSARY OF SERSISTENCE, A Harrisburg, February 12, 1862.

PROPOSALS will be received at this office until 12 o'clock M., the 19th day of February, 1862, for furnishing for the use of the United States army, as such times and in such quantities as may be required to be delivered prior to the 10th day of March, 1802, the following subsistence stores, viz.

isistence stores, viz:

300 Barrels Mess Pork.

500 "Extra Mess Beef.

50,000 Pounds Pilot Bread, in good flour barrels.

250 Bushels first quality new White Beans, in good 250 Bushels first quality new White Beans, in good dry barrels.

5,000 Pounds prime Rice, in good flour barrels.

10,000 " " Rio Coffee, in barrels.

1,000 Gallons best quality pure vinegar.

1,250 Pounds best quality pure vinegar.

1,250 Pounds best quality Adamantine Candles, full weight, one-fourth in sixes, and three-fourths in twelves.

4,000 Pounds good hard Brown Soap, full weight.

62 Bushels clean, fine, dry Salt, in good tight barrels.

62 Bushels clean, fine, dry Salt, in good tight barrels.

Semples must accompany proposals of all articles except meats—all the articles to be of the best quality securely peaked, and in perfect order for transportation. Bids will include packages and delivered at the Commissary's stores at this place.

The meat will be inspected and passed upon by parties from this office on the part of the United States. All the stores will be carefully inspected and compared with the retained samples. Each bid must have a printed copy of this advertisement pasted at its head, and must be specific in complying with all the terms. Payments to be made in such funds as may be on hand. If none on hand, as soon as received. Proposals to be endorsed, "Proposals for Subsistence Stores," and directed to

H. JONES BROOKE,
folf-4t Captain and C. S. Vol. Service, Harrisburg.

DEPUTY QUARTERMASTER GENERAL'S OFFICE,
PHILABELPHIA, 13th February, 1863.
Proposals will be received at this office until MONDAY, 17th inst., at 10 A. M., to carry to Port Royal, S. C., Forty-eight Surf Boats and a cargo of Coal, Oats, and Hay; to be a first-class vessel, and insurable at the lowest rates.

G. H. CROSMAN,
feld-3t

Dep'y Quartermaster General.

COTTON SAIL DUCK and CAN-VAS, of all numbers and brands.

Eaven's Duck Awaing Twills of all descriptions, for fents, Awaings, Trumks, and Wason Covers.

Also, Paper Hanufacturers' Drier Folts, from 1 to 8 leet wide. Tarpanling, Bolting, Sail Twine, &c.

JOHN W. EVERMAN & CO.,

(my4-6f RAISINS.—300 boxes Layer Raisins:

500 haif boxes Layer Raisins;
300 boxes M B Bunch Raisins;
300 half boxes M B Bunch Raisins.
Sew and choice fruit, now landing and for sale by
MURPHY & KOONS,
ia7-tf No. 146 NORTH WHARVES. WATCHES.—Our facilities for procuring the BEST WATCHES manufactured are unsurpassed, and we are selling them at very moderate prices. Fine watches repaired by finished workmen, and warranted to give entire satisfaction.

FARB & BROTHER, Importers, te7-tf \$24 CHESTNUT Street, below FOURTH.

WATCHES, FRENUM TIMEPIECES, and MUSICAL ROXES repaired, by
Buperior Workmen, at
LEWIS LADOMUS & CO.'S,
No. 802 CHESTNUT Street, Phila,
1027-1m

PAID TO OFFI. TORIZE MONEY PAID TO OFFI-

L. CERS and MEN of the San Jacinto, Constella-tion, Dari, Mohican, Mystic, Brooklyn, Sumier, and other vessels.
ALBERT POTTS' Army and Navy Agency,
N. E. corner of THIBD and WILLOW Streets,
ja22-lm\* REST QUALITY ROOFING SLATE BEACH Street, Kensington. T. THOMAS,
my7-ly 217 WALNUT Street, Philadelphia. DROOMCORN, HANDLES, TWINE,

G. B. BLAKISTON, Commission Merchant, jalo-8m 22 South WATER Street ENGLISH ENCAUSTIC TILES FOR ITLOORS.—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 hourches, stores, banks, hotels, and dwellings, in every part for the country. Patterns, composed of Buff, Bed, and Black, 32e per square foot; with Blue, Green, or White introduced, 34e to 36e per foot. Lithographic designs sent by mail, on application.

signs sent by mail, on application.
S. A. HARBISON, Importer,
ja24 No. 1010 CHESTNUT street. TERRAPINS, OYSTERS STEWED LERKAPINS, OYSTERS STEWED LAND FRIED, AND CHICKEN SALAB.—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 Ledies and Genteunen, 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.

HENBY JONES, Caterer,
No. 250 South TWELFTH Street, above SPBUOD.

ATTORNEY-AT-LAW,

ATTORNEY-AT-LAW,

DVERY LADY WHO WISHES TO

BE BEAUTIFUL should purchase HUNT'S

COURT TOILLET POWDEB. 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 30

conts. HUNT'S BLOOM OF ROSES, a beautiful, na
tural color, for the cheeks or lips; it will not wash off or

injure the skin, and remains durable for years. Price

1. These articles are quite new, and can only be ob
tained of HUNT'S OO., 133 South SEVENTH Street,

above Walnut. All kinds of Fancy Soaps and Por
fumery.

AND HERMALD BASOOM,

187 SEVENTH Street, above Walnut.

H. RASOOWS plan for the times is to recommend

A NTI-FRICTION METAL, For sale by

JAMES YOCOM, Jr.,

DBINKER'S ALLEY,

jal3-2m\* Bet. Front and Second, Eace and Arch ste.

ARMY AND NAVY PAY COLLROTED.—Also, arrears of pay for resigned,
discharged, supernumerary, and decoased officers—Bounty money.—Census money.—Contractors' pay.—Discharges
—Extra pay.—Land warrants.—Pensions.—Prize money.—
Extra pay.—Land warrants.—Pensions.—Prize money.—
Recruiting Exponses.—State Pay.—Substatence and
Transportation, procured by

ALBERT.-POTTS'-Army and Navy Agency,
N. E. corner of THIRD and WILLOW Streets...
ja22-1m\*

WHITE FISH.—145 half bbls. No. 1 White Fish, for sale by O. O. SADLEB & CO., 106 ARCH Street, 2d door above Front.

INSURANCE COMPANIES. DELAWARE MUTUAL SAFETY
INSUBANCE COMPANY, PRILADELPHIA. Incorporated by the Legislature of Pennsylvania, 1835. Office, southeast corner of THIBD and WALNUT Streets, Philadelphia.

MARINE INSURANCE On Vessels, Cargo, To all parts of the world. Cargo, Cargo, INLAND INSURANCES
Canals, Lakes, and I On Goods, by Bivers, Canals, Lakes, and Land Carriages to all parts of the Union.
FIRE INSURANCES
On Merchandise generally. On Stores, Dwelling-houses, &c.
ASSETS OF THE COMPANT,
NOVEMBER 1, 1861.

## ASSET OF THE STATES | TABLE |

FAR. | ## ROOTMINER | 1, 1861. |

## RIO0,000 United States Five per cent. Loan. |

## States Of Tennesses | ## States |

## States OF Pennsylvania Five per cent. Loan. |

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## States OF Tennesses Five per cent. Loan. |

## States OF Tennesses OF

In Drawer.... 51,616 86 \$869,196 37 DIRECTORS.
| Samuel E. Stokes, | J. F. Peniston, | Henry Sloan, | Edward Darlington, William Martin, Edmund A Souder, Theophilus Pauldin John B. Penrose, John C. Davis, Edward Darlington,
H. Jones Brooke,
Spencer M'Ilvaine,
Thomas C. Hand,
Robert Burton,
Jacob P. Jones,
James B. McFarland, James Traquair,
William Eyre, Jr.,
James C. Hand,
William O. Ludwig,
Joseph H. Seal,
Dr. B. M. Huston,
George G. Leiper,
Hugh Graig,
Charles Kelly. Joseph H. Seal,
Dr. B. M. Huston,
George G. Leiper,
Hugh Öreig,
Charles Kelly,
WILLIAM MARTIN, President.
THOMAS C. HAND, Vice President,
HENRY LYLBUBN, Secretary.

THE RELIANCE MUTUAL INSURANCE COMPANY, OF PHILADELPHIA, OFFICE No. 805 WALNUT STREET, res against LOSS OR DAMAGE BY FIRE, on Houses, Stores, and other buildings, limited or perpetual, and on Furniture, Goods, Wares, and Mer-chandise, in town or

5,000 00 

8817,149 04 The Mutual principle, combined with the security of a Stock Capital, entitles the insured to participate in the racerrs of the Company, without liability for LOSSES.

Leases promptly adjusted and paid.

DIRECTORS. Olem Tingley,
William B. Thompson,
Frederick Brown,
William Stevenson,
John E. Worrell,
B. L. Carson,
Robert Toland,
G. B. Rosengarten,
Charles S. Wood,
James S. Woodward,
John Bissell, Pittsburg.

OLEM TINGLEY, President.

B. M. HINGHMAN, Sec. feSt EXCHANGE INSURANCE COM-PANY-Office, No. 409 WALNUT Street. Fire Insurance on Houses, and Merchandise generally, on favorable terms, either Limited or Perpetual. Jaremiah Bonsali,
John Q. Ginnodo,
Edward B. Boberts,
Samuel D. Smedler,
Beuben C. Hale,
JEREMIAH BONSALL, President.
JUHN Q. GINNODO, Vice President.
RICHARD COR, Secretary.

TNSURANCE COMPANY OF THE A STARE OF PENNSYLVANIA—OFFICE Nos. 6 and 5 EXCHANGE BUILDINGS, North side of WAL-MUT Street, between DOGK and THIRD Streets, Philadelphia. ENCORPORATED in 1794—OHABTER PERPETUAL. OAPITAL, \$200,000.
PROPERTIES OF THE COMPANY, FEBRUARY
1, 1861, \$507,094.61.
WARINE, FIBE, AND INLAND TRANSPORTATION INSURANCE.

DIRECTORS.

Henry D. Sherrerd,
Charles Macalester,
William S. Smith,
John B. Austin,
William B. White,
George H. Stuart,
Edward C. Knight
HENRY D. SHERRERD, President.
WILLIAM HARPER, Secretary.

DIRECTORS.
Samuel Grant, Jr.,
Tobias Wagner,
Tobias Wagner,
Thomas B. Watson,
Henry G. Freeman,
Garden G. Carson,
Edward C. Knight
HENRY D. SHERRERD, President.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA. (FIRE INSURANCE EXCLUSIVELY.) COMPANY'S BUILDING, S. W. CORNER FOURTH DIRECTORS. F. Ratchford Starr,
William McKee,
Halbro Frazier,
John M. Atwood,
Benj T. Tredick,
Henry Wharton,
F. RATCHFORD STARR, President.
ORARLES W. CORE. Secretary

CEARLES W. CORE. Secretary TIRE INSURANCE. HEGHANICS INSURANCE COMPANY OF PHILADELPHIA. No. 188 North SIXTH Street, below Bace, Insure Buildings, Goods, and Merchandise generally, from Loss or Damage by Fire. The Company guaranty to adjust all Losses promptly, and thereby hope to merit the patronage of the public.

DIRECTORS,

William Moyrap. William Morgan, William Morgan,
Francis Cooper,
George L. Dougherty,
James Martin,
James Duross,
Matthew McAleer,
Bernard Rafferty,
Thomas J. Hemphill,
Thomas Fisher,
Francis McManus,
FRANCIS COOPER, Preside michael mcGeory, Edward McGovern, Thomas B. McGornalok, John Bromley, Francis Falls, John Cassady, Bernard H. Huisemann, Charles Clare, Michael Cahill. CUS COOPER. President.

BERNARD RAFFERTY, Secretary. A NTHRACITE INSURANCE COMPANY. — Authorized Capital \$400,000 — OHARTER PERPETUAL.,
Office No. 311 WALNUT Street, between Third and
Fourth Streets, Philadelphia.
This Company will insure against loss or damage by
Fire, on Buildings, Furniture, and Merchandise genereliv. Fire, on Buildings, Furniture, and Meronandae generally.

Also, Marine Insurances on Vessels, Oargoes, and Freights. Inland Insurance to all parts of the Union.

DIRECTORS.

William Esher,
Davis Poarson,
Peter Slegger,
J. E. Baum.
John Kotcham,
John Kotcham,
William Esher, President.

WM. F. DEAN, Vice President.

FIRE INSURANCE EXCLUSIVE ance Square.
This Company, favorably known to the community for thirty-six years, continues to insure against Loss or Damage by Fire, on public or private Buildings, either permanently or for a limited time. Also, on Furniture, stocks of Goods, or Merchandise generally, on liberal erms.

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

of loss.

JONATHAN PATTERSON,
Quintin Campbell,
Alexander Renson,
William Montellus,
Tanak Highway,
Thomas Smith. Isaac Hazlehurst,
JONATHAN PATTERSON, President.
WILLIAM G. CROWELL, Socretary. A MERICAN FIRE INSURANCE COMPANY. Incorporated 1810. CHARTER PERPETUAL. No. 810 WALNUT Street, above Third Philadelphia. Philedelphia.

Having a large paid-up Capital Stock and Surpius, invested in sound and available Securities, continues to insure on Dwellings, Stores, Furniture, Morchandise, Venjels in port and their Cargoes, and other Personal Property.

All Losses liberally and promptly adjusted.

DIRECTORS.

Thomas B. Maria.

James B. Campbell.

Thomas B. Maris,
John Welsh,
Samuel C. Morton,
Patrick Brady,
John T. Lewis,
THOMAS E. MABIS, President.
ALBERT C. L. CRAWFORD, Socretary. James E. Campbell,
Edmund G. Dutilla,
Charles W. Poultney,
Israel Morris. RUSINESS NOTICES. JOHN A. ALLDERDICE. ATTORNEY-AT-LAW,
Has resumed the Practice of his Profession at
NEW OASTLE, DELAWABE. [ja23-3m\*

TEAM-SCOURING AND TAILORING done at the shortest notice.
HENSY B. BASOOM,
137 SEVENTH Street, above Walnut.
H. BASOOM'S plan for the times is to recommend Genets to bring their old Clothing to him, and have them fashionmade new. Also, their Cloths, and have them fashionably made up. JOHN WELSH, Practical SLATS BOOFER, THIRD Street and GERMANTOWN Beed, is prepared to put on any amount of ROOFING on the most MODERATE TERMS. Will guaranty to nake every Building perfectly Water-tight. myT-ly

CARD.—THE UNDERSIGNED,
late of the GIBABD HOUSE, Philadelphia, have
leased, for a term of years, WILLARD'S HOTEL, in
Weshington. They take this occasion to return to their
sid friesds 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
SYKER, CHADWICK, & CO.
WARKINGTOR, July 16, 1361.

RAILROAD LINES. THE PENNSYLVANIA CENTRAL RAILROAD.
THE GREAT DOUBLE TRACK BOUTE. 1862

THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.
THE GREAT SHORT LINE TO THE WEST. THE GREAT SHORT LINE TO THE WEST.
Facilities for the transportation of passengers to and
from Pittaburg, Cincinnati, Chicago, St. Louis, St. Paul,
Nashvillo, Memphis, New Orleans, and all other towns
in the West, Northwest, and Southwest, are unsurpassed
for speed and comfort by any other routs. Sleeping and
smoking cars on all the trains.
THE EXPRESS RUNS DAILY; Mail and Fast
Line Sundays arounted. 

26,000 00

Parkesburg Accommodation, and the Lancaster Accommodation.

Fassongers for Sunbury, Williamsport, Eimira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 8 A. M. and 2.30 F. 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 Ohlo, Kentucky, Indiana, Hilnois, Wisconsin, Iowa, or Missouri, by railroad direct, or to any port on the navigable rivers of the Weet, 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 speady transit.

For freight contracts or shipping directions apply to or

their freight to this Company, can rely with confidence on its speedy transit.

For freight contracts or shipping directions apply to or sadress the Agents of the Company.

S. B. KINGSTON, Ja., Philadelphia.

D. A. STEWART, Pittsburg.

CLARKE & Co., Uhicago.

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. jyl-tf 43,181 97 NORTH PENNSYL-VANIA RAILEOAD. UHUNK, HAZLETON, BASTON, EUKLEY, 26.

WINTER ARRANGEMENT WINTER ARRANGEMENT.
THREE THROUGH TRAINS.
On and after MONDAY, NOVEMBER 4, 1861, Passeuger 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 2.46 P. M., (Express,) for Bethlehem, Easton, &c.
This train reaches Easton at 6 P. M., and makes a
slose connection with the New Jersey Central for New
York. At 5.05 P. M., for Bethiehem, Allentown, Mauch

At 8.08 F. M., for Bethlenem, Allentown, Manch 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 Bailroad at Hethlehem, being the shortest and most desirable route to all points in the Lehigh coal region.

TBAINS FOR PHILADELPHIA.

Leave Bethlehem at 7.07 A. M., 9.18 A. M., and 5.38 P. M.

Leave Bethlebom at 7.07 A. M., 9.18 A. M., and 8.38 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 Bethlebom...... 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 Becond and Third-streets Passenger Ballroads, twenty minutes after leaving Willow street.

BLLIS ULARK, Agent.

WINTER ARL

PHIA, WILMINGTON, AND BALTIMORE RAILBOAD.

On and after MONDAY, JAN. 6, 188A. M.,

EOF Baltimore at 3.30 A. M., 8.18 A. M., 11.38 A. M.,

(Express), and 11.00 P. M.

For Obester at 8.18 A. M., 11.38 A. M.,

For Wilmington at 3.30 A. M., 8.18 A. M., 11.38 A. M.,

Caspross), and 11.00 F. M.

For Obester at 8.15 A. M., 11.35 A. M., 3.45 and 11.00 P. M.

P. M.

For Whinington at 3.30 A. M., 8.18 A. M., 11.35 A. M., 12.15 A. M. and 3.45 P. M.

For New Castle at 8.15 A. M. and 3.45 P. 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 11.38 A. M., 4.15, 8.45, and 9.50 P. M.

Leave Nalisbury at 2.35 P. M.

Leave Dover at 9 A. M. and 8.10 P. M.

Leave Chester at 8.20 A. M., 12.15, 4.50, and 9.50 P. M.

Leave Chester at 8.20 A. M., 12.15, 4.50, and 9.50 P. M.

Leave Chester at 8.20 A. M., 12.15, 4.50, and 9.50 P. M.

Leave Ghathor at 8.46 A. M., 12.05 and 11.30 P. M.

TRAINS FOR BALTIMORE:

Leave Chaster at 8.46 A. M., 12.05 and 11.30 P. M.

Leave Chester at 8.46 A. M., 12.06 and 11.30 P. M. Leave Wilmington at 4.30 A. M., 9.26 A. M., 12.85 P. M., and 12.10 A. M.
FEIGHT TEAIN, with Passenger Car attached,
will run as follows:
Leeve Fhiladelphia for Perryville and intermediate
places at 5.10 P. M.
Leeve Wilmington for Perryville and intermediate Leave Wilmington for Perryville and intermediate places at 7.10 P. M.

Leave Philadelphia for the control of th Leave Philadelphia for Chester, Wilmington, Stanton, Newark, Eikton, 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

fations at 8.45 A. 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 At 7 from Baltimore to Philadelphia. The 3.30 A. M. train from Philadelphia to Baltimore will run daily, Mondays excepted.
S. M. FELTON, President.

S. M. FELTON, President.

PHILADELPHIA
AND BEADING BA ILBOAD
PASSENGEE TRAINS FOR POTTSVILLE, BEAD
ING, and HARRISBURG, on and after November 4, 1861
MCBNING LINES, DAILY, (Sundays excepted.)
Leave New Depot, corner of BBOAD and CALLOWHILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill streets,) at 8 A. M., conmotting at Harrisburg with the PENNSYLVANIA
RAILBOAD 4.15 P. M. train, running to Pittoburg; the
GUMBERLAND VALLEY 1.50 P. M. train running to
Chamberburg, Carlisle, &c.; and the NORTHERN 

Dauphin......124
Millersburg.....142
Treverton Junction.158 Sunbury and Eric R. B. 

FALL AND WIN-TER ABBANGEMENT. PHILADELPHIA, GERMANTOWN, and NORBIS-TOWN RAILBOAD. TIME TABLE. On and after Monday, October 23, 1861, until further notice.

FOR GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10.05, 11, 12 A. M., 1, 3, 8, 4, 5, 6, 7, 8, 9, 10½, and 11½, P. M.

Leave Germantown, 6, 7, 7½, 8, 8½, 9½, 10½, 11½, A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9½, 11 P. M.

The 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.

Leave Germantown, 8.10 A. M., 1, 6, and 9½, P. M.

OHESTNUT HILL RALLEOAD.

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

Leave Chestnut Hill, 7.10, 8.10, 10.16, A.M., 12.46, 8.46,

P. M. Leave Ohestnut Hill, 7.10, 5.10, 10.10, A.M., 12.40, 5.40, 5.40, 7.40, and 0.10 P. M. ON SUNDAYS. Leave Philadelphia, 9.05 A. M., 2 and 7 P. M. Leave Ohestnut Hill, 7.50 A. M., 12.40, 5.40, and 8.16 P. M. GONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia, 6½, 9.05, 11.05 A. M., 1½, 2.05, 4½, 6.05, and 8.05 P. M.
Leave Norristown, 7, 8, 9, 11 A. M., 1½, 4½, and 6
P. M. ON SHINDAYS. ON BUNDAYS.

ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3 P. M.
Leave Norristown, 7 K. A. M., 5 P. M.
FOR MANAYUNE.
Leave Philadelphia, 5 K., 9, 11 A. M., 1 K, 5.05, 4 K,
6.65, and 8.06 P. M.
Leave Manayunk, 6 K, 7 K, 8 K, 9 K, 11 K A. M., 2, 6,
and 6 K P. M.
ON SUNDAYS. and 6% P. M.

ON SUNDAYS.

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

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

H. K. SMITH, General Superintenden

ac28 tf Depart NINTH and GREEN Streets. WEST CHESTER

POAD.

VIA MEDIA.

WINTER ARRANGEMENT.

On and after MONDAY, Nov. 25, 1861, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of EIGHTEENTH and MARKET Streets, at 8.30 A.M., 3, 4.15, and 6.45 P. M., and will leave the corner of THIRTY-FIRST and MARKET Streets, (West Philadelphia,) at 17 minutes after the starting time from the Depot.

For WILLIAMSPORT, SCHANTON, ELMIRA, and all points in the W. and N. W. Passenger Trains leave Depot of Phila. and Reading B. B., cor. Broad and Cal-lowhill streets, at 8 A. M., and 3.15 P. M. daily, except Sundays.
QUIOKEST ROUTE from Philadelphia to points in QUIOKEST ROUTE from Philadelphia to points in Northern and Western Fennsylvanis, Western New York, &c., &c. Baggage checked through to Buffalo, Nlagara Falls, or intermediate points.
Through Express Freight Train for all points above, leaves daily at 6 2 M.
For further information apply to leaves daily at 6 2. m.
For further information apply to
10HNS. HILLES, General Agent.
THIRTEENTH and CALLOWHILL, and N. W. cor.
SIXTH and CHESTNUT Streets.
ja31-tf WEST CHESTER

WEST CHESTER

SYLVANIA BAILBOAD, leave depot, corner BLBVENTH and MARKET Streets, at 8 A. M., 1230 Boon, and 4 P. M.

SALES BY AUCTION. FURNESS, BRINLEY, & CO., BALE OF IMPORTED AND DOMESTIC DRY On Friday Morning,
February 21, at 10 o'clock, by catalogue, for cash—
500 lots of fancy and staple imported and domestic dry

goods.

\*\*Bamples and estalogues early on morning of sale. DHILIP FORD & CO., AUCTION-EERS, 525 MARKET and 522 COMMERCE Sta. SALE OF 1,000 CASES BOOTS, SHOES, BRO-GANS, &c.
This Morning.
February 17, will be sold by catalogue, at 10 o'clock, Paprilary 11, will be sold by Galangia, as to Gude, precisely precisely 1200 cases mens', boys', and youths' calf, kip, grain, and thick hoots, calf and kip brogans, Congress gaiters, Oxford ties, Balmoral and Wellington boots, women's, misses, and children's calf, kip, goat, kid, and morocoonheeled boots and shoes, balmorals, gaiters, &c. Also, a large assortment of first-class city-made goods.

Denote the contraction, with catalogues, early on the morning of sale, when buyers will find it to their interest to attend. LARGE SALE OF 1,000 CASES BOOTS, SHOES, BROGANS, &c.
On Thursday Morning,
February 20, at 10 o'clock, at 10 o'clock precisely, will be told, by catalogue, for net cash, 1,00 cases men's, boys', and youths' call, kip, grain, thick, and cavairy boots, brogans, gaiters, Wellington, and Balmoral boots; women's, missee', and children's call, kip, goat, morocco, and kid heeled boots, shoes, gaiters, Balmorals, slippers, &c. Also, a large assortment of city-made goods.

\*\*\*F\*\* Goods open for examination, with catalogues, early on the morning of sale.

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, bedding, planes, and
goods of every description.

LOANS MADE AT THE LOWEST MABRET BATES,
This establishment has large fire and thisf-proof safes,
for the safety of valuable goods, together with a private
watchman on the premises.

watchman on the premises.

ESTADLISHED FOR THE LAST 30 YEARS.
ALL LARGE LOANS MADE AT THIS, THE

"PRINCIPAL ESTABLISHMENT."

CHARGES GREATLY REDUCED. AT LESS THAN HALF USUAL STORM PRICES. Gold and silver watches of every description, from one dellar to one hundred dollars each, gold chains, fashion-able jewelry, diamonds, &c.

SHIPPING. BOSTON AND FIRMS DELPHIA STEAMSHIP LINE—SAIL-ING FROM EACH PORT EVERY TEN DAYS—From PINE-STREET WHARF, Philadelphia, and LONG BOSTON AND PHILA-WHARK, Boston.
Steamer SAXON, Captain MATTHEWS, will sail from Boston for Philadelphia on FRIDAY, February 21, at 4 o'clock P. M. And From Philadelphia for Boston on WEDNESDAY, Feb. 26, at 10 o'clock, A. M. Freight taken at fair rates.

Freight taken at fair rates.

Insurance one-half that by sail vessels.

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

For Freight or Passage (having fine accommodations) apply to

HENRY WINSOR & CO. 332 SOUTH WHARVES. WEEKLY COMMUNICATION BY STEAM BETWEEN NEW
YORK AND LIVEBPOOL, calling at QUEENSTOWN, (Ireland,) to land and embark passengers and

Tork.

Gertificates of passage issued from Queenstown to always York.

These steamers have superior accommodations for passengers, are constructed with water-tight 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,

LIVERPOOL, NEW YORK, COMPANY. 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.

JOHN G. DALE, Agent. THE BRITISH AND NORTH SHIPS.
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 a port of embarkation. FROM NEW YORK TO LIVERPOOL. 

The ships from Boston call at Halifax and Cork Harbor.

PERSIA, Capt. Judkins.
ABABIA, Capt. J. Stono.
ASIA, Capt. E. G. Lott.
AUSTBALASIAN,
Capt. Cook. EUROPA, Capt. Mockley.
NIAGABA, Capt. Mockley

FOR BALTIMORE,

WASHINGTON, D. C., AND FORTRESS MONROE, DAILY,
AT 3 O'CLUCK P. M.,

BALTIMORE AND PHILADELPHIA STEAMBOAT BALTIMORE AND PHILADELPHIA STRAMBOAT COMPANY,

(ERICSSON LINE.)

One of the Steamers of this Company leaves the upper side of Chestnut-street Wharf daily (Sundays excepted,) at 3 o'clock P. M., and arrives in Baltimore early next morning. Freights for Washington and Fortress Mouvoe received and forwarded with all possible despatch, and are required to be prepaid through.

Freights of all kinds carried at the lowest rates.

A. GROYES, Jr., Agent. A. GROVES, Jr., Agent, No. 34 South WEIARVES.

fe14-2m\* Baritan Canal.
Philadelphia and New York Express Steamboat Com. Friedelphis and new fork Express Steamboat Cox.
pany receive freight and leave daily at 2 P. M., delivering their cargoes in New York the following days.

Freights taken at reasonable rates.

WM. P. CLYDE, Agent,

Ho. 14 SOUTH WHARVES, Philadelphis.

JAMES HAND, Agent,
an1-if Piers 14 and 15 EAST BIVER, New York.

FOR NEW YORK. The Philadelphia Steam Propeller Company will commence their business for the season on Monday; Their steamers are now receiving freight at Second
Pier above Walnut street.
Terms accommodating. Apply to
W. M. BAIRD & CO.,
mhls S4 South Delaware Avenue RAILROAD LINES.

1862. ABRANGEMENTS OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD UO'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES.
FROM WALNUT-STREET WHARF AND KENSINGTON DEFOT.
WILL LEAVE AS FOLLOWS—VIZ:

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.) 

WINES AND LIQUORS.

For Freshold, at 6 A. M., 2 and 4 P. M.

WAY LINES.

For Bristol, Trenton, &c., at 7, 10 and 9 y. A. M., and 3 P. M.

WAY LINES.

For Bristol, Trenton, &c., at 10 y. 1, 10 y. A. M., and 3 P. M.

WAY LINES.

For Bristol, Trenton, &c., at 10 y. A. M., and 3 P. M.

For Bristol, Trenton, &c., at 10 y. A. M., and 3 P. M.

ELEMBY WOOD.

For Planyre Riverton, Delance, Reverly, Burlington, Properties, Delance, Bereity, Burlington, Properties, Bereit, Boute, Bereity, Burlington, Properties, Delance, Bereity, Burlington, Properties, Bereit, Boute, Boute

TANGING VASES.

Ornamental Flower Pots.
Parlor Vases for Growing Flowers.
Baskets for Jardiniers.
Pedestals with Vase for Flowers.
Antique Vases for Mantels.
Vases Benaissance for Parlor.
Bustic and Terra Cotta Vases.
Lave Flower Pots and Vases.
Garden Vases and Pedestals.
Brackets for Busts and Figures.
With a great variety of articles suitable for Unristmas presents, for sale retail and to the trade.
Warerooms 1010 CHESTNUT Street, Philadelphia.
dol1

B. A. HARRISON. DOUND BUTTER, FRESH FROM the country, received daily at the "Cheap Store," No. 812 SPRING GARDEN Street. ja31-tf OLD LEAD—8 barrels just recoved per schooler Amalia, for sale by JAURETOHE & CARSTAIRS, BOT 202 and 204 South FRONT Street.

SALES BY AUCTION. M. THOMAS & SONS,
139 and 141 South FOURTH Street.
(Formerly Nos. 67 and 60.) STOCKS AND REAL ESTATE-TIESDAY NEXT. Pamphlet catalogues now really, containing full descriptions of all the property to be sold on Tuesday next, 18th inst., with a large amount and great variety of real estate at privaté sale. PUBLIC SALES REAL ESTATE AND STOCKS AT THE EXCHANGE ON TUESDAYS.

REAL ESTATE AT PRIVATE SALE.

We have a large amount of roal estate at private sale, including every description of city and country property. Printed lists may be had at the Auction Stere. STOCKS, LOANS, &c. On Tuesday,
February 18, at 12 o'clock noon, at the Philadelphia Exchange—
30 shares Harrisbufg Bridge Co., pays 12 per cent.
36 shares Augusta and Hallowell Gas Light Company

par \$50.

d share Philadelphia Library Company.

d share Mercantile Library Company.

2 shares Mercantile Library Company.

2 shares Ocean Steam Navigation Company.

2 shares Ocean Steam Navigation Company.

par \$500

3 coupea bends, \$500 each, Hestonville, Mantua, and

Fairmount Passenger Railway Company.

\$1,000 Lackawana and Bloomsburg Bailroad firstmortisage 7 per cant bond origage 7 per cent. bond. 30 shares Terre Hauto Gas Company—par \$50. 1 share Academy of the Fine Arts.
Trustees' Sale—9 shares Reliance Mutual Insurance 20 shares Westmoreland Coal Company. REAL ESTATE SALE-FEBRUARY 18.

THREE VALTABLE BUSINESS STANDS .- A early on the morning of sale.

MOSES NATHANS, AUCTIONEER corner of Sixth and Race Streets.

AND COMMISSION MEBOHANT, southeast corner of Sixth and Race Streets.

TAKE NOTICE.

The highest possible price is loaned on goods at Nathans' Principal Establishment, southeast corner of Sixth and Race streets. At least one-third more than at any other establishment is onthe sate of Sixth and Race streets. At least one-third more than at any other establishment is this city.

NATHANS' PRINCIPAL MONEY Establishment is city.

THREE VALTABLE BUSINESS STANDS.—As undivided molety of three valuable four-story brick individed molety of three valuable four-story brick individual Race freets, 72 feet on Race. Full particulars will be given on application to the auctioners. Percent provided by the provided provided molety of three valuable four-story brick individual Race freets, 51 feet on Third street, 72 feet on Race. Full particulars will be given on application to the outcomes. Percent Part Model Race freets and Race freets. The first freets and Race fr Assigness Peremptory Sale... HUTTONWOOD ST.... All the right, title, and interest of E.O. Smith in a three-story brick dwelling and lot, Buttonwood street, east of Chatham street, Twelfth ward.

Chatham street, Tweifth ward,

Sale for account of United States.

PACKING BOXES, BAGGING, BOPE, &c.

On Tuesday Morning.

18th inst., at 10 o'clock, at the United States Aronal,
Gray's Farry road, a large quantity of packing boxes,
rope, old iron, lumber, paper hoxes, &c. Also, immediately after, at the Storehouse, Twenty first and Syruce
streets, about 1,500 paper glove boxes, 2,000 fbs pateboard 1,000 fbs bagging, 1,200 fbs paper, 2,000 fbs rope,
lot boxes, iron, &c. And at Twenty-third and Filbert
streets, bot bagging, juxxe, iron, and rope. At the Storehouse, Library street, below Fifth, about 360 packing
boxes, large lot hoop iron, paper, &c. Terms cash,

Administratory, Sisla—Estate of Lense II. Sangeria. Administrators' Sale—Estate of James II. Sprague.
STEAM ENGINE MACHINERY, PAINT, &c
On Friday Morning,
February 21, at No. 150% North Fourth street, by
order of administrators, the machinery of a paint manufactory, including four-horse-power steam engine, boller,
and shafting, paint mill, putty mill, powdering mill and
breaker, dry paint, do.

My May be examined on the morning of sale.

TDANCOAST & WARNOCK, AUG-I TIONEERS, No. 213 MARKET Street. SALE OF AMERICAN AND IMPORTED DRY GOODS, EMBROIDERS, WHITE GOODS, HO-GOODS, EMBROIDERS, WHITE GOODS, ISERY, GOODS, &c., by Catalogue, On Wednesday Morning, Fedurary 19, commencing at 10 o'clock precisely, \$\mathbb{F}\$ Samples arrianged for examination, with cloques, carly on the morning of sole. EUPERIOR FIRE-PROOF SAVE.
At private sale, a very superior fire-proof safe

B. HOPPIN & CO., AUCTION-EERS, 242 MARKET STREET. FANCY GOODS, TAILORS' TRIMMINGS, NO-TIONS, &c. On Treader Marries On Tuesday Morning,
February 18, at salesroom, at 10 o'clock, consisting of received the seasonable and desirable goods, adapted the seasonable and desirable goods, adapted the seasonable and desirable goods. recent sales.

Goods open for examination, with catalogues, early on morning of sale.

MEDICINAL. 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 instanced 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 unpatable and of less therapeutic value. The rapagnance, nausea, &c., to invalids, induced by disgust of the Oil, is entirely obviated by the use of our CAPSULES OIL GAPSULES have been much used intelly in Europe, the experience there of the good results from their use in both hospital and private practice, saids 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

OTHE DISKASED OF ALL
OLASSES.— Professors BOLLES & STEVENS, Medical Electricians, 1220 WALNUT St.,
Philadelphia, invite all diseased persons to call;
young and old, who have failed of being cured by
quacks, old-school physicians, and nostrums. We
warrant all curable cases by special contract, and
cherge nothing if we fall.
Consultation free. A pamphlet of great value
given to all free of charge.

PERMATORAHEA.—ONE TO SIX
BOXES OF "WINCHESTER'S SPECIFIC PILL"

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 of long standing.

BEAD 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 SI per box; six boxes for S5. Sent by man.
Sold only by S. C. UPHAM, 403 GHESTNUT Street,
sole agent for Philadelphia. Trade supplied.

TO N. S. L. L. M. D. "

CONSUMPTION. WINCHESTER'S
genuine preparation of
DR. J. F. CHUBOHILL'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 Powen, Dyspopsia, Indigestion, and Famala Washnesses, it is a soversign and invaluable re-

medy.

Price \$1, or six bottles for \$5, with full directions
Circulars may be obtained by all inquirers. Sold whole Oirculars may be obtained by all inquirers. Sole sale and retail, by 8. C. UPHAM, 403 CHESTNUT Street, Sole agent for Philadelphia, Trade supplied. no27-windm

BROWN'S

ESSENCE JAMAICA GINGER,

Manufactured only at FREDERICK BROWN'S

DRUG AND CHEMICAL STORE,

Northeast corner of FIDTH and CHESTNUT Streets,

PHILADELPHIA.

Attention is called to this valuable remedy which should
be in every family, and for the Army and Navy it is indispensable, curing affections of the stomach and bowels,
and is a certain preventive from the effects of bad water.

CAUTION.—To prevent this valuable Essence from
being counterfeited, a new Steel Engraving, executed at
great cost, will be found on the outside of the wrapper, in
order to guard the purchaser against being imposed upon
by worthless imitations. And sold by all respectable
Druggists in the United States.

MACHINERAL AND THOM

MACHINERY AND IRON.

PENN STEAM ENGINE

AND BOILER WORKS.—NEAFIRA
LEVY, PRACTICAL AND THEORETICAL ENGIMERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having, for many years,
been in successful operation, and been exclusively ensaged in building and repairing Marine and River magines, high und low pressure, Iron Boats, Wator 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 Statemary, having
ects of patterns of different sizes, are prepared to concute orders with cuick despatch. Every description of
Pattern making made at the shortest notice. High and
Low Pressure, Fine, Tubular, and dylinder Boliers, of
the best Pennsylvania charcoal iron. Forgings, of all
sizes and kinds; Iron and Brass Castings, of all demoriptions, Roll Turning, Screw Outtings, and all charg
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 what-dock room for repairs of boats, where they can lie in perfect safety, and
are provided with shears, blocks, falls, &c., &c., &c.

JACOB C, NEAFIE,

JOHN P, LEVY,

JOHN P, LEVY, MACHINERY AND IRON.

J. VAUGEAR MERRICE, JOHN S. COPS, WILLIAM R. MURRICK, FARTLEY MERRICE, SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON, FIFTH AND WASHINGTON STREETS,
PHILADELPHIA.

MEERIUK & SONS,
ENGINEERS AND MACHINISTS,
Manufacture High and Low Pressure Steam Eagland,
for land, river, and marine servise.
Boilers, Gasometers, Tanks, Iron Boais, &c.; Contings of all kinds, either iron or brass.
Iron-Trame Boofs for Ges Works, Workshops, Bestons, &c.
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