Continental Monthly for February. The third number of a magazine is one by which its merits may be fairly tested. The first, even under the management, may be expected to show deficiency in some point. The second, oddly enough, rarely equals the first—just as the second performance of a new play seldom is satisfactory but the third has the vessel in fair trim, with "A wet sheet and a flowing sea, And a wind that follows fast."

all the crew in their proper places, and up to their work. The present number of the Continental Monthly, edited by Charles G. Leland, an accomplished Philadelphian, is its third, and greatly superior to either of its predecessors. It still, in our opinion, mistakes its vocation by running into politics, and thereby intruding upon the proper Province of the daily newspaper; but the consolation remains that its articles of this nature are

Several papers here—the poetry not included, for it is feeble—are of high merit. Such are "The Good Wife," a Norwegian story; the continuation of the Southern sketch, "Among the Pines," and Mr. Disosway's "Huguenot Families in America." There is a good sketch, by Bayard Taylor, of an Old-World traveller, from Tangiers, whose rovings commenced in 1304, and (by far the best thing in the magazine) a shrewd and observant glance a Roman life of the present day, by Henry P. Leland, entitled "Maccaroni and Canvas." The Editor's Table is readable-but scarcely as good as in the last number.

In a short and extremely eulogistic notice of the late Lord Campbell, the writer curiously slurs over the blot in his career—his accepting the Irish Chancellorship, with a peerage, for the sake of the large retiring pension. This he did in 1841, knowing that his tenure of office must be brief. In fact, it lasted not quite six weeks, during which time he sat as Chancery judge for a few hours, and then, his party being driven out of office, had to retire. He was paid at the rate of £8,000 a year while in office, and, after six weeks' occupancy, took £4,000 a year pension, which he retained for twenty years, until he became Chief Justice of England. His law-biographies, so highly praised here, "for the spirited interest of their style, their clear and precise detail of fact, and the simple yet elegant course of their manner," are amusing enough, we grant, but the style of composition is careless and clumsy, and their errors in facts notorious to the profession are to be counted by hundreds.

Two articles here strike us as improper and unjustifiable. One, entitled "A Cabinet Session,' and not given as a mere invention, professes to state all that was said by the President and his Cabinet at the secret session at which Mr. Stanton was introduced as Secretary of War. It does Mr. Stanton the injustice of exhibiting him as making long-winded speeches, which is not his practice, and it puts some very poor and not very new jokes into Mr. Lincoln's mouth. For example, it was not a Dublin manager who exclaimed of a rival. "He's stolen my thunder." John Dennis, amberized by Pope in "The Dunciad," introduced a new roll of thunder in his "Applus and Virginia, performed and damned at Drury Lane, in 1709, and it was he, when, a few nights after, he found the players making use of his contrivance in "Macheth." who rose in the pit, and, with no very reverend expletive, claimed the thunder as his own. The other article which we characterize as objectionable is entitled "General Patterson's Campaign in Virginia," and professes to have been written by one of the volunteers of the Wisconsin Regiment which served under General Patterson in the early part of the war. This article not only questions the military skill and conduct of the General, but repeatedly insinuates that he is

The Wisconsin war-critic has evidently drawn up his indictment against General Patterson on the principle, Throw plenty of mud at a man, and some of it must stick. Last summer, when, even in this city, an attempt was made to under-value and depreciate General Patterson, the three months men, who had been under his command, returned, and indignantly repudiated all such insinuations, and justified and defended their commander. Here is the Continental's peroration:

his loyalty or disloyalty. Our task is accomplished if we have shown that whether loyal or false, whether a patriot or a trattor, his three months campaign in Virginia proves him unfit to be a commander, by revening three great tautes, each in-juring the cause he professed to aid, all combining to render his campaign a failure, and two of the three assisting directly in our disaster at Bull Run, and deepening that dark stain upon our national esoutcheon. His neglect to occupy Harper's Ferry escutence. His neglect to occupy flarper's ferry in June, his failure to push on against Johnston when there was an opportunity to injure him, and his cool betrayal of the Unionists of northern Virginia into the clutches of the rebel Thugs, will place the name of Patterson by the side of the names of Lee, Hull, Winder, and Buchanan, who, though not the open enemies of their country, were its false and incificient friends."

decisively vindicate his personal and professional character, thus boldly assailed. But what is called military etiquette precludes him from doing this, General Patterson's army on June 12, 1861, as a

private soldier, and remained in service for two months later, or more than a fortnight after Gen. Patterson had returned home. His declaration is that Gen. P. "was expected to do something"-to with the main rebel force at Manassas. But there were some impediments not glanced at here. Gen. Johnston had a great superiority of guns and menover Patterson. The troops sent to General P. the time his force was not 20,000, as stated by the Continental, but 12,000 men. Instead of the rebels being in less force than Patterson, they were in much greater.

many were sanguine that Harper's Ferry was to be made the base of operation,"—that Patterson neglected, for more than a month, any attempt to but many times, Patterson sent a proposal to Washington (first, as early as the middle of June,) to transfer his force to Harper's Ferry-to make it the base of his operations—thence to open and maintain free communication east and west along the Baltimore and Ohio Railroad, and, if reinforced, to free the way to St. Louis and Cincinnati, which then could have been done. This proposition, repeatedly made, was not accepted. No doubt, what this non-acceptance; but is it fair to blame a General for not doing what he himself suggested, but

cupied the whole day. Civilians as we are, we wagons-those true "impedimenta belli"-across fore noon, occurred what is called the Battle of Falling Waters, lasting two hours, in which the Federalists were victorious, and pursued the rebels to Hainesville. This was more than a mere brush with the foe; it was a battle, wherein over 100 rebels were killed. If the Wisconsin private had been in that battle, with his regiment, he could not have the repeated and the results of the Gerial Morell. On being questioned in that battle, with his regiment, he could not sent to Washington. have expressed any doubt of the General's courage -for it was a severe and sharp encounter, and he

The Continental complains that General Patterson, at Hainesville, caused the pursuit to cease, and allowed the rear guard of the rebels to elude his grasp. But, a few sentences before, it says the crossing the Potomac "was commenced at daylight and consumed the whols of the day." If it did, where would have been the wisdom of going on with the advance of the army? especially as Gen. Negley's brigade, sent on a different road, did not reach Hainesville until on a different road, did not reach Hainesville until 5 in the afternoon? On that 2d of July Patterson's

Next day Gen. Patterson's army went on to Marquestion, saying "Patterson tarried at Martinsburg for nearly two weeks, and telegraphed themselves in the same manner.

Spies Among the Rebels.—The presses, in the interest of the Southern treason, now contain field the place that it would be unsafe to attack it." This is quite true, and justifies Patterson.

We are told he should have advanced to Marnsburg on the 2d July, (though the whole of that, by had been consumed in available of the place to the whole of that, by had been consumed in available to the place to the whole of that, by had been consumed in available and the place that it would be unsafe to attack it."

FATAL FIRE IN SAN FRANCISCO

day had been consumed in crossing) - on to Bunker's Hill, next day, giving battle to the rebel force there, and reached Winchester on the 4th, winning a battle there also. The thing could not have been done in the time-even had Patterson's force been sufficiently large and unencumbered by a great train of wagons. From Martinsburg to . Winchester is twenty-two miles, and it will be remembered that the time was midsummer, and the army would have had to tramp the whole way, the heat being extreme, and many of them shoeless. Suppose such a forced march executed; in what condition would the men have been to fight fresh men? Patterson went from Martinsburg, on July 15. as far as Bunker Hill-just then deserted by one day. On the 17th, to outwit Johnston, (and believing that the plan of fighting and beating Beauregard had been carried out, as proposed, on the enemy, whom he drove out-and remained

the 16th,) Patterson went, not into Winchester, but to Charlestown, and thence into Harper's Ferry,

on the 21st July. Two days before this date, he had been superseded, and he withdrew from his command, as the newspaper files tell us, on the 25th. Here, the Continental complains that the first act of General P.'s uccessor was to retire from Virginia and occupy the Maryland Heights, opposite Harper's Ferry. This is true, but why blame Patterson for an act done by another?

We have shown that he proposed to occupy Harper's Ferry in the middle of June, but was not authorized or enabled to do it. Had he done so, the whole line of the Baltimore and Ohio Railroad would have been opened direct to St. Louis and Cincinnati. He named this as one of the results of his occupying Harper's Ferry, which it would have been, no doubt. He was unable to push on against Johnston, who was in far superior force, and could not have held him, under any circum-Johnston's plan evidently was to draw Pat-

army, and then turn southward to unite with Beauregard. Patterson, knowing that he was in far inferior force to Johnston, led him to believe that the ruse was successful, while by a flank march he changed his base to Harper's Ferry, and by so doing detained him at Winchester until after the day fixed for the attack at Manassas. If the Unionists were left unprotected in Virginia, after Bull's Run, it was not Patterson who took the army back to Maryland. Neither should he be saddled with the circumstances, whatever they were, that postponed the great encounter with Beauregard. When a portion of his force was in Virginia, a fortnight before the second crossing of the Potomac and the Battle of Falling Waters, (on July 21) he was compelled to withdraw quiring all his regular troops, together with Burnside's Rhode Island regiment and battery, leaving him without a single gun to defend our Maryland shore, without a regular soldier, and without any cavalry but the gallant First Philadelphia City

It is singular that while the Wisconsin private, whose two months of service seemed to have wearied him, condemns Patterson's generalship, one of the rank and file certainly not being particularly well qualified by position or experience to form an accurate judgment, the regular generals under his command, (many of them since highly distinguished, such as Thomas, Fitz John Porter, Abercrombie, Newton, etc.,) have publicly testified their cordial approval of his strategy. This is sufficient to overbalance a hundred such attacks upon his loyalty, courage, and ability as that in the Continental Monthly. We have received the Continental Monthly from T. B. Peterson, Chestnut street, and also from

GENERAL LANDER'S DEPARTMENT.

W. B. Zieber, South Third street.

The special correspondent of the Cincinnati Gazette, writing from Paw Paw Tunnel, Va., under date of the 12th inst., a few days before the late en. gagement, says : a fight may turn up within three or four days;
A fight may turn up within three or four days;
there may be no fight at all. Everything is uncertain, dependent on contingencies, and so involved with movements of other generals, with rebel indications, the weather, the roads, the transportation, &c., that I am confident General Lander himself is well nigh as uncertain as the public whether to expect a great battle, or any battle at all, anywhere within the limits of our move-

ments.

For the present the headquarters of the division (and a principal portion of the army), are encamped at this point, twenty-six miles east of Cumberland, and eighteen in advance of the late position at the manths. Rettargers, Creek and eighteen have an electric the lace position at the mouth of Patterson's Creek.

The Romney movement is over. The place is not permanently occupied—it is scarcely probable that it will be again till we get to Winchester. Whatever strategic importance it may have had, if the left now. Whatever strategic importance it may have nad, it has lost now.

The whole country between Romney and Hancock is now cleared of rebel forces. This is the first result of Gen. Lander's movements.

Nothing now prevents the reopening of the Baltimore and Ohio Railroad clear through to Hancock, which have described and un to Gen. fifty-six miles beyond Cumberland, and up to Gen. Banks' lines. The bridge destroyed by Jackson over the Big Cacapon, this side of Hancock, will be

will at once run through from the Uhio river to Hancock, Maryland. The telegraph is already working, and as I write Hancock is "calling" Paw Paw.

Meanwhile General Williams is crossing the Po-Meanwhile General Williams is crossing the Potomae at Hancock, (if he has not already completed the work.) and is ready to co-operate with Lander's advance forces in whatever may be further planned. The rebels, on the other hand, driven from Hancock and driven from Romney, are massing at Winchester, the great strategic point commanding the left flank of Manassas and the whole extent of the railroad between Hancock and Harper's Ferry. There is no doubt, as has heen repeatedly stated before in this correspondence, the chief, if not the only, object of General Lander's division is to reopen the railroad, and thus complete our great Northern base line of operations. Once at Hancock, he has but forty-one miles more to open till he reaches Harper's Ferry, up to within a mile or two of which point cars are now running from Bal-

of which point cars are now running from Bal-

completed again to-morrow (Tnursday), and trains

timore.

On this part the rails have been torn up to complete the rebel connection from Manassas to Winchester, and five important bridges, including that at Harper's Ferry, have been destroyed. The iron is all ready to relay the track, and most of the work on the bridges is repaired. Clear the road of rebels, and the managers promise to reopen it in six weeks. of rebels, and the managers promise to reopen it in six weeks.

Meantime the General has other reconnoissances in progress, of which no public mention has yet been made, and which may bring about activity in other quarters than those to which attention is now directed. A nice little trap is being set; if the rebels walk in, all right; if not, no harm is done anyway. And it is hoped that Jackson will be good enough to send out a force to attack the party repairing the Big Cacapon Bridge. Nothing would please Lander better.

For the rest, there is a little force of 1,000 rebel For the rest, there is a little force of 1,000 rebel

militia encamped only eleven or twelve miles, over the mountains, from Paw Paw, that may be un-ceremoniously goboled up in a day or two, if they don't run before our men get up, which is by far the most probable result. Our boys entertain a profound contempt for these militia, and declare that "ten will put a hundred to flight" in their make it so, and did not enter Harper's Ferry until
the very day when Johnston joined the rebeis at
Bull's Run. Now, it is well known by the officers
who served under Patterson, for we have re-

FLAX CULTURE IN MINNESOTA.—The Minnesota State News says: Minnesota cannot grow cotton, but she can raise tobacco, as the most of our readers already know. But, as Minnesotians, we are most interested in the resolution of Mr. Anthony, of Rhode Island, who proposes an appropriation for experimenting in the manufacture of flax as a substitute for cotton. It is claimed that parties, by a new process, are preparing the flax flore for manufacture, at a cost but little if any higher than that of cotton at ordinary prices. was not permitted to do? If this were "the first great mistake of his eampaign," (as here charged), it was not of his making. One of Patterson's strong arguments, as early as the middle of June, for at once making Harper's Ferry the base of his solution to the statement of the statement with interest, and seriously hope the experiment may prove all that it promises to be. If flax can be made a substitute for cotton, so as to compete with it, Minnesota will find that a more profitable crop than the statement with great support of the statement with interest, and seriously hope the experiment may prove all the statement with interest, and seriously hope the experiment may have a substitute for cotton, so as to compete with it, Minnesota will find that a more profitable crop than operations, was that, in a few weeks, the time of the three-months men under his command would be up and that delay would therefore he executed when any and that delay would therefore he executed with the fibre can be brought into common use, its value will be greatly en-

hanced.

ARREST OF SPIES.—The pickets attached to General McDowell's division yesterday morning brought in a spy. He was dressed in citizens clothes, had three day's rations, and refused to surrender until he was fired at three times. He was taken to General Wadsworth's headquarters, where he refused to give his name, or any particulars regarding himself. General Wadsworth ordered his transfer to Washington, and he is now confined in the Capitol Hill prison.

As a party of the Fourth Michigan Regiment were out target shooting yesterday, they espied a

curred at the barracks of the Wayne County Regi-ment, at Lyons, N. Y., on Friday evening, which resulted in the instantaneous death of John Snyder, a resident of Rochester, who had volunteered in

DEATH FROM FARO.—A CHICUITY WOR MANY IN Versailles, Woodford county, Ky., on Friday night last, between an itinerant gambler named Brush, and John Crawford, a citizen of the place, army forded the Potomac, beat the enemy at Falling Waters, occupied Camp Jackson, ont of which a rebel brigade had been driven, and, including the passage of the Potomac (which "consumed the whole of the day"), had marched seven miles.

This was one day's good work.

Not day Can Patterson's army want on to Man.

gambling places of Germany, has recently been the scene of three suicides—one of a young Prussiun, who had ruiped himself at the gaming table; the second of a rioh Russian/and the third of a traveller passing through, who had both beggared themselves in the same manner.

letter from San Francisco, received in Braton, mon-tions that a large fire had occurred in that city, at the corner of Montgomery and Pacific streets, ac-companied with the loss of a number of lives. Five bodies had been taken from the ruins. A HUMAN MONSTROSITY.—The Harrisburg Telegraph learns, from a private letter, that the wife of a respectable citizen of Shippensburg, Cum-berland county, recently gave birth to a child which had four ears, four legs, and four arms—all, with the rest of its body, singularly well developed. The child lived only a short time after its birth. that cetton can be raised to advantage in Southern Illinois, upon the testimony of various farmers who have tried its culture. Congress has made an ap-propriation for the distribution of cotton and tobacco seed. S Cotton in Illinois.—Chicago papers assert

"INCONVENIENCES" OF REPORTING .- The

FINANCIAL AND COMMERCIAL. THE MONEY MARKET.

PHILADELPHIA, February 18, 1862.

At the Stock Board to-day Pennsylvania fives advanced to 82, a gain of %, and the war loan to 99%, a gain of %; city sixes rose to 98% for the new issue and 91% for the old, a gain of % and % respectively; Pennsylvania Railroad shares gained 1, Lehigh scrip %, Camden and Amboy Railroad shares %, Schuylkill Navigation preferred and North Pennsylvania Railroad stock each rose %, and Morris Canal preferred sold at 110%, an advance of K. Chestnut and Walnut-street Passenger Railway shares sold at 31, a gain of K, and Green and Coates-street Passenger Bailway stock at 20%, an advance of X. The effect of the joyful news from the West was as marked at the Stock Board as anywherelse, and a fair day's work is recorded for the day. The money market responds in its degree to the glad tidings, and money for good paper becomes even more pleutiful. The abundance of capital seeking profitable investment in good business paper must stimula business enterprise, and lead to great activity in all branches.

The following quotations are furnished us by Mesers. Drexel & Co.: New York exchange, par@1-10 discount; terson as far from his base as possible, crush his Boston exchange, par m x premium; Baltimore exchange, par m x premium; Country funds, x m x discount; Gold. 3 x a 3 x premium; 4 3.10 Treasury notes, x a 1 x dis-

24 23 x premium; 7 3.10 Tressury notes, x 21 x discount; do. coupons Feb. 19, 3 per cent. premium.

The following is the coal tonnage of the Shamokin Valley and Pottsville Railroad Company:

Week. Year.

Tons. Cwt. Tons. Cwt.

For week ending February 15. 1,760 09 10,410 09

Same time last year...................... 3,628 06 20,678 16 The New Jersey Central Road, for the past year, on a capital and funded debt of \$5,630,000 earned in gross, \$1,201,000, which, on an expense of 43 \$\psi\$ cent., netted to the company \$679,000; equal to 7 \$\psi\$ cent. on a funded debt of \$2,000,000, and 15 \$\dagger\$ cent. on a capital of \$3,-630,000. The progress of the coal tonnage over the road has been as follows:

 Lackawanna.
 Lehigh.

 1856.
 98,670
 33,335

 1857.
 200,950
 84,841

 1858.
 417,726
 122,923
 1857. 200,950 84,841 294,791 1858. 417,726 122,923 544,649 1859. 455,081 183,277 638,958 1800. 560,863 263,906 854,769 1861. 558,660 254,345 823,214 The Secretary of the Treasury thus replies to a contribution of \$1,000 to the cause of the present struggle for the maintenance of the Constitution and the Union, by a citizen of the United States at present resident in Europe. The donation comes through Messrs. Cammann & Co., of the New York Stock Exchange:

rope. The domation comes through Messrs. Cammann & Co., of the New Yerk Stock Exchange:

TREASURY DEPARTMENT, Feb. 14, 1862.

GENTLEMEN; I have received your letter informing me that a citizen of the United States, now in Europe, desired to contribute through you, \$1,000, as a gift toward the expenses of the war.

The patriotic spirit of your correspondent, so honorably manifested, when many seem to think only of the best mode in which public calamity can be turned to private gain is a welcome proof that the disinteressed devotion to the country displayed by our brave soldiers is emulated by other citizens whose circumstances do not permit them to share personally their trials and dangers. His wish that his name may not be made known, may be accomplished by your depositing the sum mentioned with the Assistant Treasurer in New York, who will give you his certificate of the deposit, as a payment made by you on account of a correspondent in Europe, who desires it to be tendered as a gift toward the expenses of the war. If you prefer some other form of equivalent expression, the Assistant Treasurer will, doubtless, adopt it.

adopt it.

Be pleased to send a copy of this note to your correspondent, as an expression of my thanks to him for his remembrance of our country. With great respect, yours truly,

S. P. Chase. truly, Messes, Cammann & Co., New York. The New York Evening Post of to-day, says:

The stock market is hardly so firm to-day. This remark does not apply to the bond list, which continues to exhibit great firmness, especially the bonds of the border and seceeded States. It is the leading feature of to-day's merket that, while all the Southern State bonds are much higher, the Northern railroad shares remain at

day's market that, while all the Southern State bonds are much higher, the Northern railroad shares remain at former prices.

The rise in the one and the weakness in the other are easily accounted for. The bonds of North Carolina, Tennessee, Jouislana, Missouri, Georgia, and Kentucky, have long remained at low prices, and been absorbed by individuals who have had faith in an early termination of the war, and a few orders produce a large advance, while at the same time the prospect of a speedy restoration of the Faderal authority over those States induces holders to await the return of something like old prices. The indifference of the shares to the Union victories of the past ten days may be attributed to the opinion, which we hear frequently expressed, that most of the railroad shares are high even for peace times, and particularly so under the prospect of a speedy opening of the Mississippi, which at once changes the character of the freight business of the lines connecting the West with the seaboard. We hear also the probable opening of the Baltimore and Ohio and Pennsylvania Central to general trafic during the spring alluced to as likely to materially siminish the earnings of the two New York roads, after having uninterruptedly enjoyed the monopoy of the Western business for the past six months.

Some of the Western lines, however, whose business has been diminished and not increased by the closing of the Mississippi, are in good demand at higher prices. Illinois Central is again one of the favorites of the market, and now stands 7 4° cent. above the lowest point.

The firmest of the railroad theres are the two Michi-

point.

The firmest of the railroad thares are the two Michigan Southern stocks and Reading. Guarantied stock touched 44%, the old stock 22%.

New York Central sold down to 82%. Erie 34%, Erie preferred 55%, but afterwards there was a recovery of \$20% per cent.

bbl; 300 bbls good extra at \$5.75; 1,000 bbls, part Lancaster county, extra family, \$5.87½ 25.90; and 100 bbls fancy at \$6.50. There is a steady demand for home use, ranging from our lowest figures up to \$7 for fancy lots, according to quality. Bye Flour is steady at \$3.25 \$\phi\$ bbl; and Corn Meal at \$3 \$\pmu\$ bbl.

Wilhar.—The offerings are small, and the demand has fallen off; sales of 7,500 bus fair and prime red at \$1.32 \$1.36 \$\pmu\$ bu, chieffy at \$1.35. White ranges from \$1.38 \$\pmu\$\$1.46 \$\pmu\$ bu. Bye continues in demand at 73c. Corn is quiet; sales of new yellow at 55 \$\pmu\$55 \$\pmu\$c, in store. Oats are in steady demand, and 2,000 bus prime Penna. sold at 38 \$\pmu\$ c \$\pmu\$ bu.

Bark—1st No. 1 Quercitron is wanted at \$33.50 \$\pmu\$ ton. COTION.—There is very little doing in the way of soler, and prices are unsettled.

GROCERIES AND PROVISIONS.—There is very little doing in the way of sales; Mess Pork is held at \$13.25 \$\pi\$ bbi; Lard is steady at 7% \$25 \$\pi\$ bb; Lard is steady at 7% \$25 \$\pi\$ bb.

SEEDS.—There is not much Cloverseed offering; sales of 550 bus fair and prime quality at \$404.25 \$\pi\$ bus.

Timethy is in demand at \$4 \$\pi\$ bus. Flaxseed sells on arrival at \$2.100.2.15 \$\pi\$ bus.

WHEKE.—There is a speculative demand, with sales of 2,100 bbls Ohio at 260.27c; closing at 28c; and druige at 24c \$\pi\$ gallon.

PHILADELPHIA BOARD OF TRADE. THOMAS KIMBER, JR., COMMITTEE OF THE MONTH. ISRAEL MORRIS, JOSEPH C. GRUBB.

At the Merchants' Exchange, Philadelphia. At the Merchants Exenanys, Philadelphia.

Ship Amelia, McKenzile... Liverpool, soon
Ship Niagara, Lawrence... Liverpool soon
Ship Arnold Boninger, Hashagen... London, soon
Brig Keoka, Burns... Barbadoes, soon
Brig Innifadi. McIntosh... Barbadoes, soon
Schr Fannie, Vance... Havans, soon MARINE INTELLIGENCE.

Bark Casis, Creech, horce, was discharging at London Balk Oders, Greech, notes, was unscharging at 16,000 let inst.

Brig J W Woodruff, Robinson, from and for this port, at Ponce, P R, 2d inst dischig.

Brig John R Rhoads, Amidon, cleared at Baltimore Monday for this port.

Schr Delphine, Boss, at Providence 16th inst from Delaware Bay.

Schr Unison, Mann, from Portland for this port, salled from Newport 14th inst.

Schr S P Hawes, Mason, hence at Providence 16th inst.

MARINE MISCELLANY.

Schr Tangala, of Belfast, Capt Eben P Bramball, from Vinalbaven for New York, with granite, left Portland Dec 3, and has not been heard from since. There is little loubt that she foundered in the gale of the succeeding lay. day.

The marine losses on the St. Lawrence and Lakes in the past year amounted to \$867,347, against \$1,155,015 for the year 1860. The loss on steam hulls was \$217, 280, and cargoes \$85,315, in all on steamers \$302.625; and the loss on sailing hulls \$258,120, and cargoes \$308, 602, in all on sailing risks \$668,624. The loss of life was 115, against 578 the previous year.

Ship Mayflower, of Boston, 816 tons, has been sold at

London to British parties, understood at about \$30,000. Ship Tartar, (Belcher) 537 tons, has been sold at Shanghai on private terms, reported for 12,000 teals.

NAYAL.

The U.S. gunboat Wm. G. Anderson, 7 guns, Lieut. Com'g Bogers, arrived at St. Thomas 28th uit. She would leave in two days bound on a cruise. Officera and crew all well. The U.S. steamer Quaker City, Lieut. Fraifey commanding was also at St. Thomas, last from St. Pierre. Martinique.

The U.S. steamer Varina, on a cruise, and H. B. M. gunboat Racer, for Bermude, sailed from New York Monday.

IN 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 HENRY HOOVER, to pay off and extinguish a certain ground money paid into Court upon the potition of HENRY HOOVER, to pay off and extinguish a certain ground rent.

The Auditor appointed to distribute the sum of \$608.67 principal and \$6 38 arrearages 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 THIRD and FOURTH street, in that part of the consolidated Gity of Philadelphia formerly the District of Southwark, at the distance of one hundred and sixty-seven feet and one-ha fof a fout from the west side of the said Third street, containing in front or broadth 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 some have been paid into Court in pursuance of an order made upon the potition of Henry Hoover under the provisions of an act of Assembly, entitled an act in relation to ground vents and judgments in Philadelphia county, praying that John Fallon and P. Pemberion Norris, owners of said ground ront. may be compelled to extinguish the same; will attend to the duties of his appointment at his office, No. 725 WALINUT street, or TUESBAY, February 25th, 1802, at 12 o'clock M., when and where all percons having claims upon the said sums of money are required to present them or be forever debarred from coming in upon the said fund.

N. RUSSELL THAYER, felt-firmy.

TOSTATE OF JOHN POTTER, DE-CEASED.—Letters Testamentary upon the Estate of JOHN POTTER, deceased, having been granted by the Register of Wills of the city and county of Philadelphia to the undersigned, all persons included to add Estate are requested to make payment, and those having claims to present the same for settlement to STEPHEN A. CALDWELL, Ill2 GIRARD Street.
HENRY C. POTTER,
425 MARKET Street, Executors.
Or to their Attorney, JOHN B. CHAPRON,
ja27-w6t 204 South FIFTH Street.

COPARTNERSHIPS. DORT RICHMOND IRON WORKS. DORT RIGHMOND 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 1st of January,
1862. Isasc 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

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

P. JAUKETCHE, fe8-1m 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 gettled by B. F. ARCHER, at No. 45 North WATER Street. O. P. VANDERVEER, B. F. B. REEVES, Philadelphia. January 10, 1862.

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 GROCERY business, at the old stand, No. 45 North WATER Street and No. 46 North DELAWARE Avenue.

FRANCIS B. REEVES,
Philadelphia, Jan. 10, 1862.

Jail-W

COPARTNERSHIP NOTICE.—ISBABL MORRIS this day retires from our firm.
His sons, THEODORE H. MOBRIS and FREDERICK
W. MORRIS, are admitted as partners; and the business will be continued as heretofore. W. MORRIS, are admitted as partners; and the pum less will be continued as heretofore.

MORRIS, WHEELER, & CO., Iron Merchants, 1808 MARKET Street.
Philadelphia, Dec. 31, 1861.

TOTICE.—The Copartnership hereto-To fore existing between the undersigned, under the Firm of WM. J KERE & CO., is this day dissolved by mutual concent The bueiness of the late Firm will be settled by JOSEPH KERE, WM. J. KERR. (Signed) JOSEPH KERR. Philadelphia, Feb. 8, 1862. TOSEPH KERR has taken his son,

JAMES K. KERR, into Copartnership. The business of the CHINA HALL will be continued under the Firm of J. & J. K. KERR, (Signed)

JOSEPH KERR, JAMES K. KERR.

Philadelphia, Feb. 17, 1862. IMITED PARTNERSHIP

I MITED PARTNERSHIP

NOTICE.—The subscribers have this day formed
a limited partnership under the act of Assembly in such
ease made and provided, under the firm of DAVID
SCULL, Jr.. The general nature of the business to be
transacted is that of buying and solling wool. The general partners interested therein are David Scull, Jr., residing in the city of Philadelgala, and William Baxter,
in the city of Camden, N. J., and the special naturer is
David Scull, residing in the city of Philadelphia. The
samount of capital in actual cash payment, which the
said David Scull as special partner has contributed to the
commen stock, is fifty thousand dollers. The said partnership is to commence January 1st, 1862, and is to terminate March 31st, 1864
DAVID SCULL, Jr., minate March 31st, 1864
DAVID SCULL, Js.,
WILLIAM BAXTER,
General Partners.
DAVID SCULL, Special Partner.
Philadelphia, 12 mo. 31st, 1861. jai-ws 12t

MARSHAL'S SALES.

MARSHAL'S SALE.—By virtue of a writ or ofder of sale, by the Hon. JOHN CAD-WALADER, Judge of the District Court of the United States, in and for the Eastern District of Penssylvanis, in Admiralty, to me directed, will be sold at Public Sale, to the highest and best bidder, for cash, at CALLOWHILL-Street wharf, or THUSBDAY, February 27, 1862, at 12 o'clock M., the schooner MABRL, her tackie, apparel, and furniture, as she now lies at said wharf.

WILLIAM MILLWARD,
U. S Marsnal E. D. of Penn'a.
February 15, 1862.

BY VIRTUE OF A WRIT OF SALE,
North FRONT Street, on MUNDAY, March 3, 1862,
at 12 o'clock M., the cargo of the Schooner MABEL,
consisting of 127 bags Coffee, Tin, Codish, Shot, Negro
Cloth. Shoes, Saddlery, Percussion Caps, Coit's Revolvers,
Sabres, Blankets, Pork. Beef, Potatoes, Bar Lead, Arrow
Root, &c. The goods can be examined on the morning
of the sale.

WILLIAM MILLWARD, WILLIAM MILLWARD, U. S. Marshal E. D. of Pennsylvania. Februry 15, 1862. fel7-6t

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

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

360 "Extra Mess Boef.
50,000 Pounds Pilot Bread, in good flour barrels.
250 Bushels first quality new White Beams, in good dry barrels.
5,000 Pounds prime Rice, in good flour barrels.
10,000 "" Kio Coffee, in barrels,
15,000 "" light yellow Sugar, in barrels.
1,000 Gallons 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 Soan, full weight.

reis.

Samples must sccompany proposals of all articles except meats—all the articles to be of the best quality securely pucked, 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, fells-4t Captain and C. S. Vol. Service, Harrisburg. EALED PROPOSALS are invited till the 10th day of March, 1862, at 12 o'clock M., for supplying the U. S. Sob. Dep't with 6.000 head of BEEF CATTLE on the hoof.

The Cattle to be delivered at Washington City, and each animal to average 1,300 pounds gross weight; no animal admitted which weighs less than 1,000 pounds gross. animal admitted which we see and in such gross.

The Cattle to be delivered at such times and in such quantities as the Government may require. No Cattle will be required under this contract before the 1st day of April, 1862.

Heliers and Bullocks not wanted.

A bond with good and sufficient security will be required.

Government reserves to itself the right to pay in Trea-Government reserves to used the right to pay in Treasury notes.

No bid will be entertained when put in by contractors who have previously failed to comply with their contracts, or where the bidder is not present to respond to his bid.

Bids to be directed to Maj. A. BECK.WITH, C. S., U. S. A., Washington, D. C.

FORM of Bid.

I. A B, do hereby propose to deliver to the Government good Beef Cattle on the hoof for —— per hundred pounds gross weight. The Cattle to be delivered at ——, according to the terms of the enclosed advertisement. The Cattle to be weighted on the scales, and the weight so determined to be the purchase weight. I hereby agree to give a good and sufficient bond for the fulfilment of the centract, and to receive Treasury notes in payment for

HORSES WANTED FOR THE
UNITED STATES GOVERNMENT.

OFFICE OF THE SENIOR QUARTEMASTER,
ABMY OF THE POTOMAC,
WASHINGTON, February 11, 1862.
SEALED PROPOSALS for the delivery in Washington city of 1,450 Cavairy and Artillery HORSES, for the United States Government, will be received at the Office of Celonel D. H. BUCKER, Depot Quartermaster, in this city, ustil 12 M on FATURDAY, the 22d inst.
These Horses will be purchased in lots not exceeding 200 each, and no bids will be entertained for a greater number from any one person.
No bid will be entertained that is not endorsed by two responsible persons, who will guaranty that the bidder No bid will be entertained that is not endoorsed by two responsible persons, who will garanty that the bidder will comply with his proposition, if it should be accepted.

Twenty-five days will be given from the opening of the bids for the completion of the delivery of the Horses.

Of the above Horses, 500 are required for Cavalry and Washington. They take them any thanks for past favors, and beg to assure them that they will be most happy to the difference of the completion of the delivery of the Horses.

Of the above Horses, 500 are required for Cavalry and Washington. They take them is the time that they will be most happy to the difference of the completion of the delivery of the Horses. 950 for Artillery.

DESCRIPTION OF HORSES REQUIRED. CAVALKY HORSES.

To be from 15 to 16 hands in height; between 5 and 8 years of age; of dark colors; well broken to the saddle; compactly built, and free from all defects.

ARTILLERY HORSES.

To be from 15½ to 16 hands in height; between 5 and 8 years of age; dark colors; free from all defects; well broken to harness, and to weigh not less than 1,100

The Horses will be inspected by a Roard of Officers detailed from the regiments requiring them.

The undersigned reserves the privilege of rejecting each and every bid should be consider that the interests of the service require it.
STEWART VAN VLEIT,
fc14-7t Brigadier General and Quartermaster

RIGLISH ENCAUSTIC TILES FOR FLOORS, 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 of the country. Patterns, composed of Buff, Bed, and Black, 32c per square foot; with Blue, Green, or White introduced, 34c to 36c per foot. Lithographic designs and by mail, on application. every other description of Printing, of the most superior quality, at the mort reasonable rates, at BING-MALT & BROWN'S, Druze's Building, \$4 South THIRD Street. White introduces, one application.
signs sent by mail, on application.
S. A. HABRISON, Importer,
No. 1010 OHERTNUT street.

INSURANCE COMPANIES. DELAWARE MUTUAL SAFETY INSURANCE COMPANY, PHILADELPHIA. Incorporated by the Legislature of Pennsylvania, 1835 southeast corner of THIRD and WALNUT Streets, Philadelphia.

MABINE INSURANCE
On Vessels,
Cargo,
To all parts of the world, Cargo, To an prolifit, INLAND INSURANCES On Goods, by Rivers, Canals, Lakes, and Land Carriage to all parts of the Union. FIRE INSUBANCES On Merchandiae generally. On Stores, Dwelling-houses, &c.
ASSETS OF THE COMPANY, NOVEMBER 1, 1801. #100,000 United States Five per cent. Loan. \$100,250 00 50,000 United States Six per cent. Trea-

49,995 87 sury Notes.
25,000 United States Seven and Three-tenths per cent. Treasury Notes
100,000 State of Pennsylvania Five per 26,000 00 89,561 25 cent. Loan. 123,050 Philadelphia City Six per cent. 119,448 17 B0,000 State of Tennessee Five per cent 24,075 00

48,131 97 Oash on hand—In Benks \$51,008 08
In Drawer 517 38 4,086 00 51.615 86 William Martin,
Edmund A. Souder,
Theophilus Paulding,
John R. Penrose,
John C. Davis,
James Traquair,
William Eyre, Jr.,
James Traquair,
William C. Ludwig,
Joseph H. Seal,
Dr. B. M. Huston,
George G. Leiper,
Hugh Creig,
Charles Kelly,
WILLIAM MABTIN, President.
THOMAS C. HAND, Vice President. 2869,126 27

THOMAS C. HAND, Vice President. HENRY LYLBURN, Secretary. ja14-tf THE RELIANCE

MUTUAL INSUBANCE COMPANY, OF PHILADRIPHIA, OFFICE NO. 305 WALNUT STREET,

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 Morcountry.

OASH CAPITAL, \$231,110.00—ABSETS \$317,142.04,
Which is invested as follows, viz:
In first mortgage on city property, worth
double the amount.

Pennsylvania Bailroad Co.'s 6 per cent, first
mortgage loan, at par.
Suntinged and Broad Top Bellroad and
Canal Co.'s mortgage loan.

Huntingdon and Broad Top Bellroad and
Canal Co.'s mortgage loan.

\$4,000 00
Ground rent, first-class.

\$1500 00
Ground rent, first-class.

\$4,645 56
silsterel loans, well secured.

\$3,000 00
City of Philadelphia 6 per cent loan.

\$4,000 00
Mechanics' Bank stock.

\$1,150 00
The Beliance Mutual Insurance Uo.'s stock.

\$1,150 00
The County Fire Insurance Co.'s stock.

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

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

The Book accounts, accrued interest, &c.

\$317,142 64

The Mutual principle, combined with the security of a Stock Capital, entitles the insured to participate in the FROYITS of the Company, without Hability for LOSSES.

Leases promptly adjusted and paid.

DIBECTOBS.

Cliem Tingley,

William B. Thompson,
Frederick Brown,

William B. Thompson,
Frederick Brown,

William Stevenson,
John B. Worrell,

E. L. Carson,
Bobert Toland,
G. D. Rosengarten,
Charles S. Wood,
James S. Woodward,

Charles S. Wood,
James S. Woodward,

CLEM TINGLEY, President. \$317,142 04

B. M. HINGHMAN, Secretary. February 16, 1861. EXCHANGE INSURANCE COMPANY—office, No. 499 WALNUT Street.
Fire Insurance on Houses, and Merchandise generally,
on favorable terms, either Limited or Perpetual.
DIRECTORS.

Jeremiah Bonsall,
John Q. Ginnodo,
Edward D. Beberts,
Bamuel D. Smedley,
Secuben C. Hale,
John J. Griffiths,
JOHN Q. GINHODO, Vice President.
JOHN Q. GINHODO, Vice President.

INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA—OFFICE Nos. d 5 EXCHANGE BUILDINGS, North side of WAL. UT Street, between DOGK and THIRD Streets, Philadelpha INCORPOBATED in 1704—CHARTER PERPETUAL CAPITAL, \$200,000. PEOPERTIES OF THE COMPANY, FEBRUARY 1, 1861, \$507,094.61. MARINE, FIRE, AND INLAND TRANSPORTA-TION INSURANCE.

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

DIRECTORS
Samuel Grant, Jr.,
Thomas B. Wattson,
Thomas B. Wattson,
Charles S. Lewis,
George C. Carson,
Ridward C. Knight.
HENRY D. SHERRERD, President.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA. (FIRE INSURANCE EXCLUSIVELY.) COMPANY'S BUILDING, S. W. CORNER FOURTH AND WALNUT STREETS.

DIRECTORS. F. Batchford Starr,
William McKee,
Halbro Frazier,
John M. Atwood,
Benj T. Tredick,
Henry Wharton,
F. RATCH FORD STARE, President.

DEARLES W. COXE. Secretary

MECHANICS' INSURANCE COMPANY OF PHILADELPHIA, No. 138 North SIXTH Street, below Bace, Insure Buildings, Goods, and Merchandise gene-rally, from Loss or Damage by Fire. The Company gua-ranty to adjust all Losses prompily, and thereby hope to morit the patronage of the public. DIEE/CTORE. William Morgan,
Francis Cooper,
George L. Dougherty,
James Martin,
James Duross,
Matthew McAleer,
Bernard Bafforty,
Thomas J. Hemphill,
Thomas Fisher,
Francis McManus,

FRANCIS COOPER, Press BOFORF.

Bobort Flanigan,
Michael McGeor,
McGovern,
Thomas B. McGormick,
John Bromley,
Francis Falls,
John Gassady,
Bernard H. Hulsemann,
Charles Clare.

BRENARD BAFFERTT, Secretary. A NTHRACITE INSURANCE A COMPANY. - Authorized Capital \$400,000 - CHARTER 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 gene Fire, on Buildings, Furniture, and Merchandise generally.

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

DIRECTORS.

William Esher,
D. Luther,
Lawis Andenried,
John B. Blakiston,
John B. Blakiston,
John K. Baum.
Wm. F. Dean,
John Ketcham,
WILLIAM ESHER, President.

W. M. Buitts, Secretary.

TURE INSURANCE EXCLUSIVE-ILY. The PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1826. CHARTER PRE-PETUAL. No. 510 WALNUT Street, opposite Independmos 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 Their Capital, together with a large Surplus Fund, is invested in the most careful monner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

DIRECTORS. Thomas Robins,
Daniel Smith, Jr.,
John Devereux,
Thomas Smith. Jonathan Patterson, Quintin Campbell, Alexander Benson, William Montelius, Isaac Haslehurst,
JONATHAN PATTERSON, President.
Sarretary. A MERICAN FIRE INSURANCE

MERICAN KIKE INSURANUE

A. OOMPANY. Incorporated 1810. UHABTEE
PERPETUAL. Ho. 310 WALNUT Street, above Third,
Philadelphie.
Having a large paid-up Capital Stock and Surpius, invested in sound and available Securities, continues to
insure on Dwellings, Stores, Turniture, Merchandise, Vespetit, All Losses liberally and promptly adjusted.

DIRECTORS.

Thomse R. Maris,
John Welsh,
Samuel O. Morton,
Patrick Brady,
John T. Lewis, Thomas B. Maris, John Welsh, Samuel C. Morton, Patrick Brady, John T. Lewis,

CARD .- THE UNDERSIGNED. A late of the GIBABD HOUSE, Philadelphia, have leased, for a term of years, WILLABD'S HOTEL, in Washington. They take this occasion to return to their ald friends and customers many thanks for past favors, and friends and customers many thanks for past favors, THERRAPINS. OYSTERS STEWED AND FRIED, AND CHICKEN SALAD, Invi-tation Cards and other notices will be distributed in all tation 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 Ludies and Gentlemen, a list of the tinings necessary for a large or small entertainment, as the case may be, thereby avoiding all unnecessary profusion and waste; and fisters himself, that by his long experience is business, he will be able at all times to give, as heretofore, entire satisfaction to all who favor him with their patronage.

HENEX JOHES, Caterer,

No. 256 Bouth TWELETH Street, above SPEUCE. COTTON SAIL DUCK and CAN-VAS, of all numbers and brands.

Baven's Duck Awaing Twills of all descriptions, for fronts, Awaings, Trunks, and Wagon Covers.

Also, Paper Manufacturers' Drier Folks, from 1 to 8 lost wide.

Terpending, Belting, Sail Twins, &c.

JOHN W. EVERANT & OU.,

102 JOHN ABOR.

DAMPHLET PRINTING, AND

BAILROAD. THE GREAT DOUBLE TRACK BOUTS. 1862. THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.
THE GREAT SHOBT LINE TO THE WEST.
Facilities for the transportation of passengers to and from Pittsburg. Cincinnati, Chicago, St. Louis, St. Paul, Nashville, Memphis, New Orleans, and all other towns in the West, Northwest, and Southwost, 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 excepted.

RAILROAD LINES.

THE PENNSYLVANIA CENTRAL

modation.

Passengers for Sunbury, Williamsport, Elmira, But-Palo, Niagara Falis, and intermediate points, leaving Philadelphia at 8 A. M. and 2.30 P. M., go directly through 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 for-By this route freights of all descriptions can be forwarded to and from any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by railroad direct, or to any port on the navigable rivers of the West, by steamers from Pittaburg.

The rates of freight to and from any point in the West by the Pennsylvania Railroad, are, at all times, as favorable as are charged by other Railroad (companies. Merchants and shippers entrusting the transportation of their freight to this Company, can rely with confidence on its speedy transit.

n its speedy transit. For freight contracts or shipping directions apply to or NORTH PENNSYL-

NORTH PENNSYIVANIA RAILBOAD.

TOR BETHLEHEM, DOYLERTOWN, MAUGH
UHUNE, HAZLETON, EASTON, ECKLEY, &c.
WINTER ABRANGEMENT.
THERE THROUGH TRAINS.
On and after MONDAY, NOVEMBER 4, 1861, Passenger Trains will leave FRONT and WILLOW Streets,
Philadelphia, daily, (Sundays excepted,) as follows:
At 8.40 A. M., (Express,) for Bethlehem, Allentown,
Mauch Chunk, Hagleton, &c.
At 2.45 P. M., (Express,) for Bethlehem, Enston, &c.
This train reaches Easton at 6 P. M., and makes a
close connection with the New Jersey Central for New
York.

At 8.65 P. M. Con Enthlehem At 5.05 P. M., for Bethlehem, Allentown, Manch

At 5.05 P. M., for Bethlehem, Allentown, Manch Chunk, 2c.
At 9 A. M. and 4 P. M., for Doylestown.
At 6 P. M., for Fort Washington.
The 5.40 A. M. Express Train makes close connection with the Lehigh Valley Raliread at Bethlehem, being the shortest and most desirable route to all points in the Lehigh coal region.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 7.07 A. M., 9.13 A. M., and 5.53 P. M.
Leave Doylestown at 6.30 A. M. and 8.20 P. M.
Leave Fort Washington at 6.50 A. M.
ON SUNDAYS...Philadelphia for Fort Washington
10 20 a. M.

ON SUNDAYS—Philadolphia for Fort Washington at 9.30 A. M.

Philadolphia for Doylestown at 4 P. M.
Doylestown for Philadolphia at 7 A. M.
Fort Washington for Philadolphia at 2.45 P. M.
Fort Washington for Dealth at 2.45 P. M.
Fort Washington for Philadolphia at 2.45 P. M.
Fort Washington for Fort A. M.
Fort Washington for Fort A

On and after MONDAY, JAN. 6, 1862. PASSENGER TRAINS LEAVE PHILADELPHIA: For Baltimore at 3.30 A. M., 8.15 A. M., 11.35 A. M., (Express), and 11.00 P. M. For Chester at 8.15 A. M., 11.35 A. M., 8.45 and 11.00 P. M.
For Wilmington at 3.30 A. M., 8.15 A. M., 11.35 A. M.,
8.45 and 11.00 P. M.
For New Castle at 8.15 A. M. and 8.45 P. M.
For New Castle at 8.15 A. M. and 8.45 P. M.
For Dover at 8.15 A. M. and 8.45 P. M.
For Salisbury at 8.15 A. M.
For Salisbury at 8.15 A. M.
TRAINS FOR PHILADELPHIA:
Leave Baltimore at 8.30 A. M. (Express), 1.05 P. M.
(Express), 5.20, and 7 P. M. (Express).
Leave Wilmington at 7.30 and 11.88 A. M., 4.15, 8.45,
and 9.50 P. M.
Leave Salisbury at 2.55 P. M.

nd 9.50 P. M. Leave Salisbury at 2.35 P. M. Leave Milford at 4.55 P. M. Leave Dover at 9 A. M. and 6.10 P. M. Leave New Oastle at 11 A. M. and 3.10 P. M. Leave Chester at 5.20 A. m., 12.15, 4.50, and 9.50 P. M. Leave Baltimore for Salisbury and intermediate stations 45.20 and 7 P. M.; for Dover and intermediate stations

1.06 P. M. TRAINS FOR BALTIMORE: Leave Chester at 8.45 A. M., 12.05 and 11.30 P. M.
Leave Wilmington at 4.30 A. M., 9.25 A. M., 12.86 P.
M., and 12.10 A. M. present 12.10 d. 21.

present train, with Passenger Car attached,
will run as follows:

Leave Philadelphia for Perryville and intermediate
slaces at 5.10 P. M. Leave Wilmington for Perryville and intermediate places at 7.10 P. M. places at 7.10 P. M. Leave Philadelphia for Chester, Wilmington, Stanton, Newark, Eikton, Morth East, Perryville, Havre-de-Grace, and Baltimore at 9.30 P. M. Leave Baltimore for Havre-de-Grace and intermediate Leave Milmington for Philadelphia and intermediate places at 2.05 P. M. ON SUNDAYS ONLY:

At 7 from Raitimers to Philadelphia.
The 3.30 A. M. train from Philadelphia to Beltimore vill run dally, Mondays excepted.
8. M. FELTON, President.

Sunbury and Eric B. B.

WILLIAMSPOET, and ERIE ARIDENCE, manifested elose connections with lines to Miagara Falls, Canada, the West and Southwest.

DEPOT IN PHILADELPHIA: Gorner of BBOAD and GALLOWHILL Streets,
W. H. MCILHENNEY, Secretary.

October 30, 1861. FALL AND WIN-TER ARRANGEMENT.— PHILADELPHIA, GEBNANTOWN, and NOREIS-TOWN BAILBOAD.
TIME TABLE.

On and after Monday, October 28, 1861, until further On and after Monday, October 28, 1861, until further notice.

FOR GERMANTOWN.
Leave Philadelphia, 6, 7, 8, 9, 10.05, 11, 13 A. M., 1, 2, 3, 4, 6, 6, 7, 8, 9, 10 X, and 11 X, F. M.
Leave Germantown, 6, 7, 7%, 6, 3%, 9%, 10%, 11%, A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9%, 11 P. M.
The 5% A. M. train from Germantown stope at Duy's and Tioga only.

ON SUNDAYS.
Leave Philadelphia, 9.05 A. M., 2, 7, and 10% P. M.
OHESTNUT HILL RALLEOAD.

Coave Philadelphia, 9, 9, 11, A. M., 2, 4, 6, 8, and 10% P. M.
Leave Chestnut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 8.40, P. M.
Leave Chestaut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 8.40, 8.40, 7.40, and 9.10 P. M.
Leave Philadelphia, 9.05 A. M., 2 and 7 P. M.
Léave Chestaut Hill, 7.50 A. M., 12.40, 8.40, and 9.10

FOR CONSHOHOUNEN AND NORRISTOWN.
Leave Philadelphia, 6%, 9.06, 11.05 A. M., 1%, 8.05, 1%, 6.06, and 8.06 P. M.
Leave Norristown, 7, 8, 9, 11 A. M., 1%, 4%, and 6 Leave Norristown, 7, 8, 11 A. A., 13, 13, 14, 18, 18.

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

Leave Norristown, 7 M. A. M., 5 P. M.

FOR MANAYUNE.

Leave Philadelphia, 6 M., 9, 11 A. M., 1 M., 2, 5, 2, 3, 3, 4 M., 5 M.

Leave Manayunk, 6 M., 7 M., 8 M., 9 M., 11 M. A. M., 2, 5, 2, 3, 3, 3, 4 M.

Leave Philadelphia, 9 A. M., 3 M., 1 M.

Leave Philadelphia, 9 A. M., 5 M. and 5 P. M.

Leave Manayunk, 7 M. M., 5 M. and 5 P. M.

Leave Manayunk, 7 M. M., 5 M. and 5 P. M.

Leave Manayunk, 7 M. M., 5 M. and 5 P. M.

Leave Manayunk, 7 M. M., 5 M. and 5 P. M.

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Leave Manayunk, 7 M. M. M., 5 M. A. M., 5 M. A.

WEST CHESTER VIA MEDIA. VIA MEDIA.

WINTER ABRANCEMENT.

On and after MONDAY, Nov. 25, 1861, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of EIGHTEENTH and MARKET Streets, at 8.39 A.M., 2, 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.

ON SUNDAYS.

delphia,) at 17 minutes after the starting time from the Depot.

ON SUNDAYS.

Leave PHILADELPHIA at 3 A. M. and 2 P. M.

Leave West Chester at 3 A. M. and 4 P. M.

The Trains leaving Philadelphia at 3.30 A. M. and 4.15
P. M. connect at Pennetion with Trains on the Philadelphia and Baltimore Central Ballicoad for Concord, Kennett, Oxford, &c., &c.

BURELY WOOD,

ON-OXFORD PHILADELPHIA

AND BEADING RAILBOAD

ON, (OMEO 237 South Fourth street.)

PHILADELPHIA

ESASON TIOKETS.

On and after May 1, 1861, eason tickets will be issues On and after May 1, 1261, season tickets will be issued by this company for the periods of three, six, nine, and welve months, not transferable.

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

These tickets will be sold by the Treasurer at Ro. 237
South FOURTH Street, where any further information
can be obtained.

BEABFOED,
Treasurer.

PHILADELPHIA
AND ELMIRA B. B. LINE.
1862 WINTER ARRANGEMENT. 1863 For WILLIAMSPORT, SORANTON, BLMIRA, and all points in the W. and N. W. Passenger Trains leave Depot of Phila. and Reading B. R., cor. Broad and Callowhill streets, at 8 A. M., and 8.15 P. M. daily, except lowhill streets, at 5 A. m., sand the streets of th

BIXTH and CHESTNUT Streets.

WEST CHESTER

RAILROAD TRAINS, via PENNLaw donot, corner ELE-

SYLVANIA RAILBOAD, leave depot, corner ELE-VENTH and MARKET Streets, at 8 A. M., 12.30 noon, and 4 P. M. [10.3-15]

SALES BY AUCTION. FURNESS, BRINLEY, & CO., 429 CHESTNUT BIREET.

SALE OF IMPORTED AND DOMESTIC DRY GOODS. On Friday Morning, February 21, at 10 o'clock, by catalogue, for cash— 500 lots of fancy and staple imported and domestic dry oods.

Samples and catalogues early on morning of sale. FRENCH PLAIN AND PLAID NANKINETS, COTTONADE, DRILLS, &c. On Friday Morning,

— French plain nankinets.

— French plaid and small check do.

— French blue cottonades, French cassimeres,

— Prench fancy and plain drills, fancy cloths.

— 9 8 grans linens, linen drills,

— 6.4 black drap diets, alle vestings. — 6.4 black drap d'Me. Alle Veatinga.

— Serges, cas-imerea, tweeds, astinets, &c.

WHITE GUODS.

Jaconet, cambric, check, mulla, and nainsooks, mulins, brilliants, line, cambric bandkerchiefs, &c.

GINGHAMS, PRINTS, &c.

9-8 solid check London ginghams.

9-8 small plaid French do.

9-8 p sid Baptiste do.

Printed jaconets, coburgs, alpacas, &c. TOHILIP FORD & CO., AUCTION-EERS, 525 MARKET and 622 COMMERCE Sta. LARGE SALE OF 1,000 CASES BOOTS, SHOES, BRÓGANS, &c.
On Thursday Morning,
February 20, at 10 o'clock, at 10 o'clock pracisely, will
be told, by catalogue, for net cash, 1,100 asses men's,
boys', and youths' calf, kip, grain, thick, and cavalry
boots, brogans, gatters, Wellington, and Balmoral boots;
women's, musses', and children's calf, kip, goat, morocco,
and kid heeled boots, shoes, gatters, Balmorals, slippers,
for Also, alarge assortment of city-made gode. &c. Also, a large assortment of city-made goods open for avanimation Goods open for examination, with catalogues, carly on the morning of sale.

SHIPPING. BOSTON AND PHILA-DELPHIA STEAMSHIP LINE SAIL-ING FROM EACH PORT EVERY TEN DAYS—From PINE-STREET WHARF, Philadelphia, and LONG WHARF, 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. Freight taken at fair rates. Insurance one-half that by sail vessels

Insurance one-nail 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 & OO. 1821-tf 832 SOUTH WHABVES. WEEKLY COMMUNICATION BY STEAM BETWEEN NEW
YORK AND LIVERPOOL, calling at QUEENSTOWN, (Ireland,) to land and embark passengers and

TOWN, (Ireisina); to lain and embark passengers and despatches.

The Liverpool, New York, and Philadelphia Steamship Company's splendid Clyde-built iron screw steamships are intended to sail as follows:

WROM NEW YORK FOR LIVERPOOL.

EDINBURGH. Saturday, Feb. 22, 1862.

KANGAROO. Saturday, March 1, 1862.

And every Saturday throughout the year, from PIKE

MO. 44 N. E. RATES OF PASSAGE. N. M.

BATES OF PASSAGE
THROUGH FROM PHILADELPHIA.

LIVERPOOL, NEW AND PHILADELPHIA STRAMSHIP LIVERPOOL, NEW YORK.

NOTICE TO PASSENGERS. By order of the Secretary of State, all passengor: leaving the United States are required to procure passports beforegoing on board the steamer.

JOHN G. DALE, Agent.

THE BRITISH AND NORTH

AMERICAN BOYAL MAIL STRAM-PASSPORTS.—All persons leaving the United States will require to have PASSPORTS from the authorities of their respective countries, countersigned by the Secretary of State at Washington, or by the Passport Agent at FROM NEW FORK TO LIVERPOOL.

The ships from Boston call at Halifax and Cork Harbon.

PEBBIA, Capt. Judkins.
ARABIA, Capt. J. Stone.
ANEA, Capt. B. G. Lott.
ANEA, Capt. B. G. Lott.
AUSTRALASIAN,
Capt. Cook., EUROPA, Capt. Moodler
These versels carry a clear white light at mest-head
green on starboard bow; red on port bow.
AFRICA, Stone, leaves N. York, Wednesday, Feb. 12.
ANERICA, Moodle, "Boston, Wednesday, Feb. 12.
ANERICA, Moodle, "Boston, Wednesday, Feb. 12.
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ANERICA, Stone, leaves N. York, Wednesday, Feb. 12.
ANERICA, Moodle, "Boston, Wednesday, Feb. 12.
ANERICA, Stone, leaves N. York, Wednesday, Feb. 12.
ANERICA, Capt. Moodle, "Boston, Wednesday, Feb. 12.
ANERICA,

FOR BALTIMORE,
WASHINGTON, D. C., AND FORTRESS MONROE, DAILY,
BALTIMORE AND PHILADELPHIA STRAMBOAT COMPANY, (ERICSSON LINE.)

(ERICSON 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 Morror received and ferwarded with all possible despatch, and are required to be prepaid through.

Freights of all kinds carried at the lowest rates.

A. GROVES, Jr., Agent, No. 34 South WHARVES. FOR NEW YORK. Baritan Canal.

Philadelphia and New York Express Steamboat Company receive freight and leave daily at 2 P. M., delive a ing their cargoes in New York the following days.

Freights taken at reasonable rates.

WM. P. OLYDE, Agent,

No. 14 SOUTH WHARVES, Philadelphia.

JAMES HAND, Agent,

JAMES HAND, Agent, aul-tf 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 treet.
Pier above Walnut street.
Terms accommodating.
W. M. BAIRD & OO.,
V. W. BAIRD & OO

234 South Delaware Avenue

RAILROAD LINES. ABRANGEMENTS OF NEW YORK LINES,
THE CAMDEN AND AMBUY AND PHILADELPHIA AND TRENTON BAILROAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES.
FROM WALNUT-STREET WHARF AND EMISINOTON DEFOT.
WILL LEAVE AS FOLLOWS—VIZ:
At 6 A. M., via Camden and the camben and the camben

Depot.

Fifty Pounds of Baggage only allowed each Passenger.
Fifty Pounds of Baggage only allowed each Passenger.
Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

WM. H. GATZMER, Agent.

THE ADAMS EXPRESS COMPANY, Office 320
CHESTNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal Towns and Oities of the United States.

E. S. SANDFORD,
General Superintendent. EXPRESS COMPANIES.

TANGING VASES. Ornamental Flower Pots.

Parlor Yases for Growing Towers.

Baskets for Jardiniers.

Pedestals with Vase for Flowers.

Antique Vases for Mantels.

Vases Renaissance for Parlor.

Rustle and Terra Cotta Vases.

Zuna Plower Pots and Vases.

Husid and Terra Uotta Vases.
Luvn Flower Pots and Vases.
Garden Vases and Pedestals.
Brackets for Busts and Figures.
With a great variety of articles suitable for Christmas presents, for sale retail and to the trade.
Warerooms 1010 CHESTNUT Brock, Philadelphia.
doll
8. A. HARBISON. MOTTON SAIL DUCK AND CAN-VAS, of all numbers and brands.

Baven's Duck Awning Twills, of all descriptions, for Tente, Awnings, Trunks, and Wagon Govers.

Also, Paper Manufacturers' Drier Felts, from 1 to 8 feet wide. Tarpanling, Belting, Sail Twine, &c. Tarpanling, Belting, Sail Twine, &c.

JOHN W. EVERMAN & CO.,

108 JONES Alley.

PRIED APPLES.—66 sacks new
Western Dried Apples;
T bils new Western Dried Apples.
Just received and in store. For sale by MUBPHY & KOONS, No. 144 NORTH WHARVES. INT-M RO. 148 NUMTH WHARVES.

ARMY AND NAVY PAY COLARMY AND NAVY PAY COLdischarged, supernumerary, and deceased officers—Bounty money—Census money—Contractors' pay—Discharges
—Extra pay—Land warrants—Pensions—Prise money—
Recruiting Expenses—State Pay—Subsistence and
Transportation, procured by

ALBERT POTTS' Army and Navy Agency,
N. E. corner of THIED and WILLOW Streets,
ja22-lm*

SALES BY AUCTION. M. THOMAS & DUND,
Nos. 189 and 141 South FOURTH Street.
(Formerly Nos. 67 and 69.)] NOT PUBLIC SALES REAL ESTATE AND STOCKS AT THE EXCHANGE ON TUESDAYS.

REAL ESTATE AT PRIVATE SALE.

We have a large amount of real catate at private sale, including overy description of city and country property. Printed lists may be had at the Auction Store. SALE OF SUPERIOR FURNITURE, FEENCH-PLATE MIRROR, FIBE-PROOF SAFES, COURTER, CARPETS, &c.

OAR D.—Our Sale to-morrow morning, at the AuraStore, will complied an assortment of superior furniture, large Fronch plate reantel plate mirror, Herring fire-proof safe, counter and show-case, superior sewing machines, bada and badding, Ben-sels carpets, &c. worthy the attention of housekeepers, dealers, and others.

Catalogues now ready, and the articles arranged for examination.

Sale at Nos. 129 and 141 South Fourth Street.

BUPERIOR FURNITURE. FINE FRENCH-PLATE

MANTEL MIDBOR, FIRE-PROOF SAFES, BNDS

AND BEPDING. CHINA AND GLASSWABE,

BRUSSELS GARPETS, &c.

On Thursday Morning,

At 9 o'clock, at the Auction Store, superior furniture,
very large French plate mantel mirror, 95x61 inches,
very large French plate mantel mirror, 95x61 inches,
very large french plate mantel mirror, 95x61 inches,
very large french plate mantel wirror, 95x61 inches,
very large french plate mantel wirror, 9xx61 kg.

Ulcring, euperior sewing machines, beils and bedding,
earpeals &c. earnels &c.

Catalogues ready the day previous to sale.

Administrators' Sale—Estate of James II. Sprague.

STEAM ENGINE MACHINERTY, PAINT, &o:

On Friday Moraing,

February 21, at No. 150%. North Fourth street, by
order of administrators, the machinery of a paint manufactory, including futtr-horas-power steam sugine, boiler,
and shafting, paint will, putty mill, powdering mill and
breaker, dry paint, &c.

May be examined on the morning of sala. DANCOAST & WARNOCK, AUC-TIONEERS, No. 213 MARKET Street.

THONGERS. No. 218 MAIRET Street.

SALE OF AMERICAN AND IMPORTED DRY
GOODS, EMBROIDERS. WHITTE GOODS, HOSIERY, GOODS, &c., by Catalogue.
This Morning,
Fedruary 19, commencing at 10 o'clock precisely.
Included will be found—

EMPROIDERIES.
A full line of lale styles embroidered faconet and cambric collars and sets, bands, edgings, &c.
Also, an invoke of Waltese and Honton collars, handmade linen edgings. &c.

LINEN CAMBRIC HANDKERCHIEFS.
An invoke of gents' 3-4 hemmed and printed-border LINEN CAMBRIC HANDKERCHIEFS.

An invoice of gents' 3-4 hemmed and printed-border linen cambric handkerchiefs' ladies' 6-8 tape-border do.; superior colored berder cambric do. &c.

WHITE GOODS.

Also, a line of white cambric and inconet muslin, tape checks, brilliants, white marsellles, &c.

CLOTHS. DOMESTICS. Ac.

Also, — pieces Buglish black cloths, cassimeres, and acassimeres, and satients, colored cambrics, glughams, prints, lavellas, &c.

125 DOZEN HOOP SKIRTS.

Also, a full assortment of lacies', misses', and children's single and double-tie medium and wide woven tape steel apring hoop skirts. single and double-no meaning and appring hoop skirts.
HOSIERY, NOTIONS, BRUSHES, Also, an invoice of ladies', gents', and children's cotton hosiery, ladies' and misses' head nets, buttons, fancy goods, &c. goors, &c.

Also, a line of hair, tooth, and clothes brushes, &c.

#5° Samples arranged for examination, with out
ogues, early on the morning of sale.

SUPERIOR FIRE-PROOF SAVE, At private sale, a very superior fire-proof safe.

L. B. HOPPIN & CO., AUCTION-MOSES NATHANS, AUCTIONEER AND COMMISSION MEBUHANT. Southeast corner of SIXTH and BACE Streets. orner of SIXTH and BACE Streets.

NATHANS' LARGE SALE OF FORFEITED COLLATERALS.

OVER 1,500 LOTS OF FOIFFEITED GOODS.

ON Tuesday Minning.

March 4, at 9 o'clock, at Moses Nothans' Auction House, Nos. 156 and 157 North Sixth street, adjoining the southeast corner of Sixth and Race streets, and will consist, in part, of—
Fine overcoats, Ragians, frock, dress, and business coats; fine cloth and cass incre pantaloons; cloth, velvet, sair, cashmere, and other veats; woollen undersbirte, drawers, and horlery; shifts; books, gatters, shoes, gums; gentlemen's shawls, &c; silk, cashmere, merino, alpacca, delaine, and other dresses, skirts, and dress patterns; underclothing of every description; far victorines mufis, cuffs, &c; gatters, morocco boots, and alippers; handsone broche, stella, crape, merino, Ray Tate, woollen plaid, silk, and other shawls; velvet, doth, and me.ino closks, circulars, capos, and manillas; silk dusters and basquas; large fine feather bods, bolsters, and pilows; handsome tapeatry, Burasels, and figgion catry and stair carpets, ang carpets, stair rode; which we shades; bed quilts, comfortables, apresads, blankets, sheets, pillow-cases, towels napkins; centre tables, reception chairs; chins, glass, and queensware; writing deaks; knives and forks; ornaments; all kinds of cooking mensils and sitchen ware; castors; fine oil paintings and engravings; door mats; chamber ware, and numerous other articles. Also, a number of books, among which are spiendid Biblos, Shakupean's Works, Good's Animalia. Good's Family Flora, Ornaments of Mennory, Novele, Music Books, Sacred Music, and a thousand other articles.

MEDICINAL. MUTTER'S COUGH SYRUP.

other articles.

The goods will be open for examination on the

F. BROWN.

GOPY-RIGHT SECURED.

Prepared only from the Original Prescription of the late
PROFERSOR MUTTER.

AT FREDERICK BROWN'S.

Northeast corner of FIFTH and OHESTNUT Streets,
Philladelphia. Northeast corner of FIFTH and CHESTNUT Streets, Philadelphia.

This Bemedy is a safe and simple preparation from the receipt of the late distinguished Professor Mutter, with whom it was a favorite preacription. That he used it in his extensive practice, insures to the timid a certain proof of its pure and innoxious elements, and to those who know his character for skill and careful attention, to prescribe only such remedial agents as should secure restoration without producing subsequent evil, it will be welcomed as a real good. Under the guidance of a Physician (to whom its combination will unhusitatingly be made known), it will always be found very breeficial, and in cases where a medical adviser is not at hand, it may be used with safety, according to the directions, in all cases of short or long duration. For sale at FREDERICK BROWN'S,

Drug and Chemical Store,

N. E. corner of FIFTH and CHESTNUT Sts., col9-s&w 6m

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 induced various forms of disgnise for its administration that are familiar to the Medical Profession. Some of them answer in special cases, but more often the vehicle neutralizes the usual effect of the Oil, proving quite as unpalatable and of less therapeutic value. The repugnance, unurses, &c., to invalide, induced by diagnat of the Oil, is entirely obviated by the use of our OAPSULES.

COD-LIVER OIL CAPSULES have been much used lately in Europe, the experience there of the good results from their use in both hospital and private practice, aside from the naturally suggested advantages, are sufficient to warrant our claiming the virtues we do for them, feeling assured their use will result in benefit and deserved favor. Prepared by

WYETH & BROTHER, de9-tt 1412 WALNUT Street, Philadelphia. TO THE DISEASED OF ALL CLASSES. — Professors BOLLES & STE-VENS, Medical Electricians, 1220 WALNUT St., Philadelphia, invite all diseased persons to call; young sind oid, who have failed of being oursed by quacks, old-school physicians, and noatruma. We warrant all curable cases by special contract, and sharge nothing if we fail. Consultation free. A pamphlet of great value Consultation free. A pamphlet of great value given to all free of charge. ja20-1m CPERMATORRHEA.—ONE TO SIX Boxes of "WINCHESTER'S SPECIFIC PILL" will permanently cure any case of Seminal Weakness, or its resulting impotency, however aggravated, and whether recently developed or of long standing.

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"B. KRITH, M. D."

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Price 31 per box; six boxes for \$5. Sent by medi.

Sold only by S. C. UPHAM, 403 CHESTNUT Street,
sole agent for Philadelphia. Trade supplied.

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genuine preparation of
DR. J. F. CHURCHILL'S

HYPOPHOSPHITES OF LIME AND SODA.

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 emong the thousands who are suffering from Pulmonary Disease.

In all Nervous or Scrothous Complaints, Debility, Loss of Vival Powers, Dyspepsia, Indigestion, and Female Weaknesses, it is a sovereign and invaluable remedy. Female Weaknesses, it is a sovereign and invaluate remedy.

Price \$1, or six bottles for \$5, with full directions.

Circulars may be obtained by all inquirers. Sold wholesale and retail, by

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Brown's BROWN'S

ESSENCE JAMAICA GINGER,

Manufactured only at FREDERICK BROWN'S

DRUG AND CHEMICAL STOER,

Northeast corper of FIETH and CHESTRUT Streets,

PHILADELPHIA.

Attention is called to this valuable remedy which should
be in overy family, and for the Army and Navy it is indiapensable, curing affections of the stemach 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 apon
by worthless imitations. And sold by all respectables

Druggists in the United States.

165 wirm-673.

MACHINERY AND IRON. PENN STEAM ENGINE

AND BOILER WORKS.—NEAFIER
LEVY, PRACTICAL AND THEOBETTOAL MINGIMEERS, MACHINISTS, BOILER, MAKERS, BLACEBMITTHS, and FOUNDERS, having, for many years,
been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, fron Boats, Water Tanks,
Propellers, &c., &c., respectfully offer their services to
the public, as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary, having
south orders with quick despatch. Every description of
Pattern making made at the shortest notice. High and
Low Pressure, Fine, Tubular, and Cylinder Boilers, all
the best Pennsylvania charcoal iron. Forgings, of all
sizes and kinds; Iron and Bress Castings, of all sizes
are fixed to the state of the setablishment, tree or sample wharf-dock room for the subscribers have sample wharf-dock room for pairs of bents, where they can lie in perfect safety, and are provided with shears, blooks, falls, &c., &c., for raising heavy or light weights.

JACOB U. NEAFIS, JOHN P. LEVY, jeld-M BEACH and PALMER Streets.

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MERRICK & SONS,
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MACHINISTS,
Manufacture High and Low Pressure Steam Magneta,
for land, river, and marine service.
Boilers, Gasometure, Tanks, Iron Boais, &c.; Castings of all kinds, either iron or brass.
Iron-Frame Books for Gas Works, Workshope, Bellroad Stations, &c.
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