THE CITY.

Launch of the Philadelphia Iron-clad Vessel—A Brilliant Scene.

On Saturday, at high water, the great iron-clad vessel, which is to lead the war-ships of our navy, and go forth, at an early day, to the destruction of our foes, was launched from her perch, at the shipyard of Cramp & Son, preparatory to her final equipment and completion. The work upon this vessel has been pushed steadily forward since last November, and will be continued until she is fairly afloat in the waters of the Atlantic, at which time we shall test the validity of iron armor, and so set the world right upon the question of naval supremacy. We have obtained from the naval constructor a summary of her material and dimensions, as follows:

DESCRIPTION OF THE SHIP.

The *New Ironsides* is the first iron-plated sea-going war steamer of large size built by the United States Government. She is constructed from plans and specifications presented to the Navy Department last September, by Merrick & Sons, of this city, who are the sole contractors with the Government. They in turn have contracted with Messrs. Cramp & Sons, of Kensington, also, with the Bristol Forge and Brown & Co., of Pittsburg, for the 4½ inch plating—reserving to themselves the construction of the machinery and the general arrangement of the several parts. The contract is dated October 15th, and the vessel is to be ready for steam July 15th. Chief Engineer W. W. Wood, of the navy, superintends the machinery and plating; and Naval Constructor Henry Brewer, the hull.

She is 240 feet long, 58 feet 6 inches wide, and 25 deep, being 5,250 tons, and having a berth, gun, and spar deck, the latter being the upper deck. Her frames are of white oak filled in solid and caulked, and in the average thickness of her sides is 20 inches. The iron-plating commences at a point four feet below the water-line and extends to her spar-deck. The lower course is three inches; all the rest is four and a half inches thick. All the plates are 15 feet long, the width varying from 25 to 30 inches; each plate is fastened to the vessel by 2½-inch screw bolts, 23 inches long, which secure the several thickness of timber to the plates, thus tying all together.

The machinery consists of two horizontal direct-action steam engines, with cylinders of 50 inches diameter and 60 inches stroke, capable of making 54 revolutions per minute, and drive a brass four-bladed propeller of 13 feet diameter and 18 feet pitch. The boilers are four in number (horizontal tubular,) each 17 feet front, 11 feet deep, and 11 feet high, of a collective force of 1,600 horses. The armament will consist of sixteen 11-inch Dahlgren guns on the gun-deck, and two 200-pound Parrott guns on the spar deck. The portholes will be closed by iron shutters five inches thick, worked from the inside. As this is a sea-going steamer, intended to sail as well as steam, she will have three masts and be lark-rigged, her topmasts and yards being so arranged that in action they are lowered, and leave simply the three lower masts in view. When in action all the men on board are protected from shot or shell, and are below the spar-deck; the commander only is above that deck, and he occupies a shot-proof iron look-out which rises above the spar deck, and from which he can see all surrounding objects and by signals communicate with his officers below.

The wood used in the construction of the vessel is principally oak, cut in Pennsylvania and along the borders of the Delaware. The plates are connected by tongues of iron, fitting into grooves. The heavy plates weigh about 6,248 pounds. The head of the bolts holding the plates are countersunk, and a smooth surface only is presented to the balls of the enemy. It is believed that her powers of resistance will enable her to go alongside of any vessel or fort with impunity, while from her large size she can carry a sufficient force to capture any vessel she may disable.

Unlike the Monitor and Galena, this vessel can carry, a large crew, sufficiently so to board and capture any vessel, impenetrable to shot and shell, she will be close action, and by means of her iron prow sink, or by her heavy gun capture, her opponent. Her light draft of water—sixteen feet—will enable her to enter all our southern harbors. Even Charleston and Savannah can be visited by her, and she may be able to make an impression on those forts before they are repossessed by the United States. The country is mainly indebted to Com. Joseph Smith, of the Bureau of Yards and Docks, at Washington, for the construction of this vessel, as well as the two which have preceded her. It was by his exertions that the money was appropriated by Congress, and, as president of the Board of Naval Officers to iron-clad steamers, he has devoted much time to their construction.

THE LAUNCH.

The time fixed for the vessel to go into the water was at high tide, ten and a half o'clock, but long before that hour crowds began to assemble in and about the shipyard, where the formidable vessel lay, apparently firm and immovable, upon her stocks. Extra cars were run upon the Second and Third street and the Richmond lines, but they were unable to accommodate more than one half of the persons who were desirous of riding; at places along the streets expectants lined the curbstones in the hope that they would enabled to obtain a chance to ride to the spot; but soon after the cars left the Exchange, every inch of hanging-on room was occupied, and the anxious were compelled to either walk or relinquish the hope of witnessing the launch.

At the shipyard there were abundant signs that something unusual was afoot. Flags streamed in all directions, and the unusual numerals the great monster bore, which was the centre of attraction. At the yard policemen were placed, and no person was permitted to enter unless he or she possessed the requisite pasteboard. But these had been distributed with a liberal hand, and a constant stream of crinoline and broadcloth poured in through the gate for hours.

A moment before the great event of the day took place the scene was one of the most picturesque and exciting that can be imagined. The central object was the huge vessel, with her immense wooden sides covered with a single streak of iron mail, as though it had been placed there by way of sample of what the entire suit of armor will be when completed. The iron ram projecting from the bow looked formidable enough to carry away a fleet of wooden ships, if they could be encountered—heal on!" while the peculiarly-shaped pilot-house, also suggested thoughts of the sharp lessons they will teach in the future.

Viewed from the lofty sides of the vessel, the crowd in and about the ship yard presented an animated scene; civilians of both sexes, naval and military officers, and busy workmen all mingled together, and all bent upon the same objects of making the launch a success, and of witnessing the sight. Every point of vantage was crowded with spectators. Mr. Cramp had considerately erected a large stage north of the ship, where a fine view could be obtained. This platform was crowded, principally with ladies. At the Kensington water-works, immediately south of the ship Mr. Cramp's Chief Engineer of the Water Department, had erected a spacious stage, which was crowded with city officials and their families. The coal heaps in the vicinity were crowded with spectators, and the bridges over Gunner's run were black with curious mortality.

On the river the scene was not less striking; revenue vessels, steamboats, tugs, fishing, sailing craft, rowboats, and every description of river craft, including several rafts, lay off the spot where the ship was expected to enter the water. All were gaily decorated with flags. The steamboat *Zephyr* made an excursion trip to the spot and her decks were black with passengers. The revenue cutter *Forward* lay at anchor opposite the water works. She was gaily dressed with flags, which descended from the tops of both masts to the deck. The stars and stripes floated proudly from the top of her foremast, while from the peak and mainmast the revenue flag waved.

There were also numerous barges upon the water. The gun of the latter was fired frequently before the launch, and the shots were answered by a small brass field piece on the wharf of the ship yard.

The display of flags was a striking feature of the scene. The glorious old Stars and Stripes, where and just emerging in triumph from their latest baptism in blood, floated the breeze from every prominent point upon land and water; they glittered proudly in the bright sun-bine, and they struggled through the dun in the clouds of smoke which poured up from neighboring foundries and factories. Never since the memorable days which succeeded the fall of Sumpter have we seen anything in the way of display of bunting to equal that made on Saturday morning, on and around the old Penn Treaty ground.

At twenty minutes past nine o'clock the operation of "blocking up" the ship commenced, and the sturdy blows of scores of workmen raised a merry din. In a short time the wedges were driven home, the "shores" were knocked away, and the immense vessel rested on double ways, which had been well slushed, to facilitate the launch. Twenty-five minutes past nine o'clock—and the excitement had grown intense. The vessels in the stream had moved away from the range of the ship, the workmen under her bottom had received notice to quit their positions place, and they were lingering around outside the wedges crowder up to avoid danger. Just about half past ten o'clock the last remaining block had been sawn asunder, and gracefully the vast bulk slid into the water, slowly at first, but acquiring momentum as she progressed, until she was fairly afloat and gliding over the surface as freely as though it a pleasure yacht which had just been consigned to its adopted element.

The moment the ship touched the water a joyous din broke out, men shouted and waved their hats, the ladies waved their handkerchiefs, and the spectators of rings clattered their bells and blew their screaming whistles, the guns of the Forward and the field piece joined in the patriotic racket, and Philadelphia rejoiced right heartily that her cunning workmen had just put about a new and most formidable champion of the Constitution, the Union and its Flag.

ON BOARD THE IRONSIDES.

As early as five o'clock people began to go on board the steamer, and a pretty steady stream was kept up over the single gangway by which access to the deck was obtained. Commodore Stewart and a party of naval officers and civilians arrived about half past eight o'clock. A space was railed off at the bow, where the Commodore and a few others were accommodated. The rest of the deck was soon well filled, and by a quarter past ten o'clock there were probably eight hundred or a thousand persons on board, only two or three of them being females.

There was no special signal given for the moving of the ship, but it was generally understood that she was to go off at half past ten.

As the ship touched the water, Commodore Stewart broke a bottle of brandy over the bow, wishing "success to the *New Ironsides*, and may her career be prosperous and glorious!" Immediately afterwards there were hearty interchanges of congratulations, and the Commodore opened two bottles of Madeira, of the vintage of 1808, which were passed around among the company assembled at the bow. In this company were Commodore Marston, Commodore Montgomery, Captain Turner, Lieutenant Fairfax, and Chief Engineers Wood, Danby, Stewart, Newell, and other navy officers, besides various civilians.

Soon after the ship was brought to, a tug came along side, and Commodore Stewart and his party went aboard of her and were taken ashore. The crowds on the various steamers and other vessels, as well as the multitudes on the wharves, gave three cheers for Commodore Stewart as he passed them, evidently treating the event of the day as one in which he, the commander of the *Old Ironsides*, had a personal as well as a professional interest.

INCIDENTS OF THE LAUNCH.

While the preparations for the launch were in progress, a stage that had been erected near the bow fell with a number of workmen upon it. Those who were upon the top of it were in but little danger, and none of them were hurt; but one man was caught under it. He was not injured.

At the moment the ship was about to move off, the crowd made a rush to the inclined stage which had been put up to enable persons to go upon the vessel. The upper support of the stage had been removed from the vessel when the shores were taken away, and it was about to fall with its load of humanity, when the shouts of the people in the yard warned them of their danger, and they made a hurried departure from their unsafe standing-place.

After the ship was afloat and was being carried up the stream by the tide, the hawser which had been paid out astern to restrain her, threatened to sweep across the long wharf north of the docks to the peril of life and limb. The people upon the pier were advised of their danger, and they made a hurried stampede over the timbers that were scattered over the ground. Nobody was hurt, but several got a slight ducking by the splashing of the cable in the water.

After the launch a very handsome collation was given by Messrs. Merrick, at the Continental. Among the guests present were Commodore Stewart, Morton McMichael, Esq., Chief Engineers Wood and Danby, Naval Constructor Hoover, Caleb Cope, Esq., J. C. Neffer, and others. Mr. McMichael made a felicitous address, in which he paid a high tribute to Commodore Stewart. The latter responded, amid hearty applause. The entertainment was a remarkably pleasant one, and was greatly enjoyed by the participants.

SOMETHING ABOUT IRON SHIPS—THEIR HISTORY.—The completion of the new iron-plated frigate suggests the publication of a few notes on iron ships in general. The first experiments in iron shipbuilding were made by Wm Fairbairn of Manchester, England, in the year 184. He constructed three small iron steamers for the route between Liverpool and Glasgow, which showed such favorable results that he was induced to enter largely in the business. In the four years succeeding, he placed an iron steamer on the Lake of Zurich, and two of 700 tons on the river Humber, becoming a partner with the Messrs. Birkenhead, of Liverpool. He has since that time built more than one hundred first-class iron ships. In France and the United States but few iron vessels have been built, bars of iron being employed to great advantage for a diagonal framing, covering the inner surface of the timbers with a complete net-work; horizontal stringers of iron are also fastened to the sides at intervals from the deck to the keelson. Ships constructed wholly of iron are lighter than those of wood, and consequently carry larger freights. Iron ships are built upon a frame of ribs and longitudinal pieces upon which the outer plates are secured by bolts and rivets passing over their overlapping edges.

In 1858 a steamer called the *Rainbow*, of 170 tons, and 130 feet in length, was built with plates of steel. She was constructed for the Niger expedition.

The French frigate, *La Gloire*, launched in 1859, is 252 feet in length and 55 feet beam, and carries on her deck 34 54-pounders. Her armor is iron plates two feet wide, and four and a half inches thick. She has made, under steam, over thirteen knots, about the same speed as that of the Cunard steamers.

The English iron-plated frigates are much larger, being 380 feet long, and having engines of 1,250 horse-power.

The middle portion of the hull, 205 feet in length, is protected by four and a half inch plates of iron, backed by two layers of teak timber, one of ten inches next the armor, and another within that of eight inches. The plates extend nine feet below the load water line. The armor of each of these vessels required 1900 tons of metal, and each ship has cost over $400,000. They have now projected two other ships, which will require two thousand tons of iron for their armor.

The term gunboat was, till within a few years past, given to armed schooners and brigs of light draught, but since the Russian war it is applied to small men-of-war armed with a few very heavy guns, propelled by steam, and capable of floating in shallow water. The first vessel of the kind built for the British navy was in view of service in the contemplated attack on Cronstadt. It was a screw-steamer of 100 feet length on deck, and 22 feet beam, drawing 7 feet of water, and manned by 40 men. The attack of our Government was soon turned to the construction of this class of vessels, and the *Iroquois*, launched at Brooklyn in 1859, was the first completed of the five ordered to be built by Congress.

The largest gunboat in the English navy is the *Intrepid*, a vessel 200 feet in length, and 11 feet draught of water. They have now 160 gunboats completed, of which over 100 are now in commission.

Public attention, both in Europe and America, has been concentrated on new models, and plans for gunboats since the famous fight between the *Monitor* and *Merrimac* in Hampton Roads. We incline to the belief that plates of iron can never be made so strong that they cannot be crushed by cannon shot, and that the true armor for vessels is simply water; in other words, that Mr. Stevens and Mr. Ericsson have hit the nail on the head by sinking their batteries as much as possible in the water, leaving nothing exposed to an enemy's fire that can possibly be avoided.

NAVAL AFFAIRS.—The work on hand at the navy yard, although comparatively little at present, is being pushed forward with all speed. The United States steamer Powhatan is yet upon the sectional dock. A large force is engaged upon her, and the planking is nearly finished. She will be ready for sea in a few weeks. The sloop-of-war Juniata is nearly rigged, but she has been somewhat delayed, owing to her machinery not being ready. The sloop-of-war Monongahela is nearly ready for launching. This vessel is being strengthened about the bow, so that she can be used as a ram if the Navy Department orders an iron prow to be placed on her.

The master painter, Mr. George W. Cate, is at the present time busily engaged in preparing the different designs, each representing a foreign nation, and which are intended for the several vessels now building at the yard. Each vessel requires forty different designs or flags.

Of these, sixteen are painted by hand, a tedious task, the remainder being made by sawing the different colors in place, on the canvas. Those that are painted contain a great variety of colors, and emblems of almost every kind, and are splendid specimens of skill and workmanship. A few years since, none of these were made in the yard, but were painted by outside parties. This responsible work is entrusted to the care of one individual, who has been in the employ of the Government about eight years, and was also retained by the present master painter. The boat recalls are also drawn and painted in this department, where is performed not only the ordinary ship painting but also that of a more delicate character, and which necessarily requires men well acquainted with the business. On Saturday morning, the work of painting the receiving-ship Princeton was commenced, the vessel being much in need of the same.

A new office has just been constructed for the master laborer which will greatly facilitate him in the despatch of business. The old office in which the laborers had to wait was poorly suited for the purposes for which it was intended, being poorly ventilated and difficult of access, besides being in an old place where but few could find it. Under the old arrangement it was a difficult matter for the master laborer when wanted; now that he has had an office located in a desirable part of the yard, this difficulty will be done away with and matters can be more speedily attended to. This is an improvement to the yard that has long been needed.

The whole number of men at present employed in the yard is about 1,200, but from present indications the number will soon be increased. We learn from parties who have come from Washington that it is the intention of the Government to give this city its full share of work. A number of requisitions for the blockading fleet and elsewhere, it is said, will be ordered here for repairs. That the work can be done as well and with as much speed at our yard has already been shown from that which has been turned out. Besides this, all the different departments in the yard are conducted by those at their head, with a view to economy, and to promote the best interests of the Government.

There will be a gunboat launched in the attack on Forts Jackson and St. Philip, near New Orleans, were built in this city—the Itasca, the Sciota, and the Wissahickon. Only one of them, though all were under the fire of the forts for a long time, was damaged. A shot passed through the boiler of the Itasca, and she received thirteen shots below the water line. Only two of her men were injured—Richard Kane, captain of the hold, was struck by a splinter, and a fireman, named Ransna, scalded on the arm by the escape of steam.

The submarine boat, or "infernal machine," as she is generally called, is at the yard receiving a complete overhauling. Some improvements in her machinery will be tried on it in a short time. She is in charge of those who constructed her.

The schooner Francis Burritt has arrived at the navy yard with a cargo of rules and other naval stores, from Newbern, N. C. The schooner Susan Jane arrived at the navy yard also, with a similar cargo, from the same place.

ABATEMENT OF THE CONCERT SALOON NUISANCE.—Proper remedial legislation has abated the concert saloon nuisance in New York, and in Philadelphia they have worked their own ruin. The palatial places upon Callowhill, Race, and Chestnut streets have been so unprofitable that they have several times changed proprietors and suspended. Jones' Hotel was a tered into a saloon at an expense of some thousands of dollars, but not even the sounding title of the "Alhambra," and the attractions of water glacade, flaming gas lights, and waiter women, could give it character. A Brooklyn manager succeeded, he, too, went under in less than two months. A third race show now occupies the building. The "Melodeon" was long a success under the management of a New Yorker. Finally the bills were not cashed, and the sheriff was ordered to levy upon the trappery. The business office of the place was filled with immodest solicitings when we accompanied the sheriff's officers thither, and the dressing-rooms were literally loathsome. We believe the place has passed into a concert saloon manager again. The "Olympic," in Race street, still drags along a precarious existence, but the lame character of the attractions indicates the flagging nature of the concern.

We need here what has been enforced in New York—the abolition of bars for the sale of liquors in theatres, and the prohibition of immoral shows, of whatever character. In New York this has been done, and the reign of weighter girls is over for the nonce.

ARRIVAL OF PRIZES.—The British brig Intended was captured on the 1st instant, off Cape Fear, by the United States steamer Jamestown in attempting to run into Wilmington, North Carolina. Acting Master B. H. Wyman, with a prize crew were put in charge of her and brought her to Philadelphia. She anchored off the navy yard on Saturday morning. The Intended was from Nassau, N. P., with an assorted cargo, which, with the vessel, is valued at $30,000.

The schooner Active was captured on the 26th ultimo, off Charleston, by the United States steamer Flambeau. Acting Master Sheldon was placed on board, with orders to take her to New York, but having spring her foremast, and being leaky, she came into port. Her cargo consists of dry goods, provisions, &c., and, with the schooner, it is worth about $4,000.

The schooner Wave, captured on the 16th ultimo, near Georgetown, South Carolina, by the United States pilot boat G. W. Blunt, was coming out with forty bales of cotton. Acting Master's Mate George B. Worth. She was also brought to Philadelphia on Friday.

PHILADELPHIA A. M. E. Z. CONFERENCE—SEVENTH DAY'S PROCEEDINGS.—Conference met on Saturday morning, at 10 o'clock, Superintendent Rose in the chair, assisted by superintendent Bishop. Scripture lesson by the former, singing and prayer by W. T. Biddle. The roll was called, rules read, and the journal of Friday read, corrected, and approved. The Committee on Ministerial Studies reported, yesterday, to the effect that Thomas Harris was not qualified to receive deacon's orders. Money was received of superintendent's dues from different churches in this Conference district. A number of letters from districts and stations were read. Additional appointments were made to preach: R. A. Gibson, Monday evening, 12th inst.; S. T. Jones to address the Daughters of Conference; Miller, Clinton, and Rose to address Sunday School Tracts. Several spirited discussions arose touching points of discipline. Adjourned.

NEW PENSION BILL.—A new pension bill recently introduced into Congress, provides that any officer, non-commissioned officer, musicians or private of the army, including regulars and volunteers and any officer, non-commissioned officer, musician, seaman, flotilla man, marine, clerk, landsman, pilot, or any other person in the navy or marine corps, who has been or shall hereafter be disabled by any wound received or contracted in the service of the United States, and in the line of duty, shall receive a half-pay pension, provided it be not more than $30 nor less than $8 per month for the highest rate of disability; lower rates to receive proportional pay. The bill also provides half-pay to widows and minor children of those who are killed or died of disease contracted in the service. Pensioners are to relinquish the Government bounty to volunteers.

MEDICAL SOCIETY OF THE STATE OF PENNSYLVANIA.—The officers and Committee of Arrangements of the Medical Society of the State of Pennsylvania, after extensive correspondence, have, in behalf of that body, unanimously accepted the invitation of the Philadelphia County Medical Society, to hold its *thirteenth* annual session in this city. The State Society will therefore convene in Philadelphia, on the second Wednesday, the 11th day of June next, at 11 o'clock A. M. As it is highly important that each county in the State should be fully represented, it is hoped that all physicians believing in the advancement of medical science, and the complete organization of the profession throughout the State, will give this announcement an insertion in their respective papers.

COTTON SEED FOR THE MIDDLE STATES.—Forty packages of cotton seed, of the green-seed variety, having just been received from the agricultural bureau of the Patent Office, by the editor of the Germantown *Telegraph*, will be distributed to the first applicants. Those applying by mail must enclose ninety cents to prepay postage. Not less than half a package will be sent by mail, the postage on which will be forty-five cents. Less quantities can be obtained by calling at the office of the *Telegraph*.

ARREST OF A SHOPLIFTER.—John Hedner was committed on Saturday afternoon by Alderman Butler to answer the charge of stealing a gold chain from a store in Eighth street, below Market. He was seen to place a chain valued at $28, in his coat collar, by a colored boy, who gave the alarm. The boy was engaged in sweeping the pavement in front of the establishment when he detected the larceny.

RUN AWAY.—On Saturday afternoon, a horse attached to a wagon, and driven by John K. Well, ran off in the Eleventh ward. At third and Green streets the wagon came in contact with a gray, cussing Mr. Well to be thrown out of the vehicle, and injuring him so severely that death soon ensued. The deceased was thirty years of age. He left a family residing at No. 978 North Front street.

DEATH OF MR. C. D. HINELINE.—Hon. Charles D. Hineline, late superintendent of public printing under Governor Packer, and publisher of the Pennsylvania *State Sentinel*, at Harrisburg, died at the residence of his father-in-law, in this city, on the 9th inst., of inflammation of the brain. He was a prominent Democratic politician for many years.

THE COURTS.—The usual business was transacted in the courts Saturday. Nothing of special interest occurred. The District Court was engaged with the Motion lists. A District Court in Equity was also held by Judge Stroud, and the equity argument list was taken up and disposed of. In the Court of Common Pleas, the motion lists were also under consideration. The Court of Nisi Prius was not in session.

FIRE.—A fire occurred about 5 o'clock on Saturday morning, at Hoyt's clothing store, at the S. W. corner of Tenth and Chestnut streets. The flames are supposed to have originated from the gas light, which was kept burning all night. The damage done will not exceed $100.

IMPORTANT MAIL FACILITIES.—We are authorized to state that, hereafter, the mails will run regularly between all points in the North and Southern Kentucky, where the courts have also been fully re-established.

PHILADELPHIA BOARD OF TRADE.

JOHN E. ADDICKS, THOMAS S. FERNON, SAMUEL E. STOKES, } COMMITTEE OF THE MONTH.

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, May 12, 1862.

SUN RISES.....4 49—SUN SETS.....7 4
HIGH WATER.....12 55

ARRIVED.

Bark A Manderson, Thompson, 6 days from Boston, in ballast to capt. in.
Bark Stampede, Lewis, 4 days from New York, in ballast to J E Bazley & Co.
Bark P C Alexander, Merriman, 2 days from N York, in ballast to Workman & Co.
Brig W M Dodge, (Br) Anderson, from Rio de Janeiro March 30, with coffee to John Mason & Co. Sailed in company with Bark Symmetry, for New York. Left barks Union and Conrad, repairing; would sail in about 6 days for Philadelphia. March 7 on the outward passage, lat 3 S, lon 31 W, spoke bark Gertrude, from New York for Australia.
Brig Sophia, Bartling, 47 days from Messina, with brimstone and fruit to Jeanes, Scattergood & Co.
Schr Mediator, Miller, 4 days from Fall River, with mdse to captain.
Schr R Vaux, Frink, 5 days from Fortress Monroe in ballast to Tyler, Stone & Co.
Schr Tiger, Goldthwaite, 12 days from Saco, with headings to J Q Scammon.
Schr Nancy, (Br) Perry, 9 days from Halifax, with fish to A E Outerbridge.
Schr Marietta, Gray, 7 days from Bangor, with potatoes to F A Sonder & Co.
Schr John O Henry, Herring, 3 days from Laurel, Del, with lumber to J W Bacon.
Schr Cora, Maston, 1 day from Brandywine, Del, with flour to R M Lea.
Schr D P Matthews, from Portsmouth.
Schr Antares, Cordery, from Fall River.
Schr Mary D Cranmer, Cranmer, from New York.
Schr Constitution, Strout, from New York.

CLEARED

Bark John Payson, Terry, Key West, D S Stetson & Co.
Brig Florence, Bradford Jamaica, Van Horn, Woodworth & Co.
Brig Trindelen, Kaler, Boston, J E Bazley & Co.
Schr L Dupont, Hering, Barbados, do
Schr D M Richards, Joy, Boston, do
Schr Reindeer, Davis, Boston, do
Schr Martha Nichols, Small, Portland, do
Schr Matt Kenney, Ogier, Key West, do
Schr Romp, Stanley, Saco, F A Sonder & Co.
Schr H A Mayo, Wheelen, Haverhill, do
Schr George Fales, Nickerson, Providence, Crowell & Collins.
Schr Defiance, Harrington, Portsmouth, Noble, Caldwell & Co.
Schr T H Seymore, Kelley, Boston, do
Schr Challenge, Hart, Boston, Twells & Co.
Schr Constitution, Strout, Boston, J R Blakiston.
Schr T Bowman, Wrightington, Fall River, Castner, Stickney & Wellington.
Schr D F, Matthews, Portsmouth, L Audenried & Co.
Schr Antares, Cordery, Salem, E R Sawyer & Co.

BY TELEGRAPH.

(Correspondence of the Philadelphia Exchange.)

LEWES, Del., May 10.

The ship Tuscarora, for Liverpool, went to sea this morning. Brig General Marshall, from Rio de Janeiro, passed in Wind W.

Yours, &c. JOHN P. MARSHALL.

(Correspondence of the Press.)

READING, May 8.

The following boats from the Union Canal passed into the Schuylkill Canal to day, bound to Philadelphia, laden and consigned as follows:

J W Shower and England & Brown, with boards, and T J Burrows, lumber to Norcross & Sheets; C A Lemon and Harry, grain to A G Cattell & Co; Regulator, do to Peret & Bro; Saratoga, do to L G Mytinger; Iroquois, lumber, and Blue Dick, boards, to R W Adams, N York; Dauphin, shingles to Malone & Taylor; Two Brothers, do to B Iton & Christman; Alice, lumber, and Annie, boards to P Sheldon, New York; E & W Gould, do to Henry Crosley.

MEMORANDA

Ship Saranak, Rowland, now advertised at Liverpool 26th ult. for Philadelphia 12th inst.
Schr Wm Carroll, Chipman, for Philadelphia, was at Marguerite 28, 26th ult. discharged.
Schr Viola, Somers, hence, arrived at Fall River 8th inst.
Schr Evergreen, Potter, for Philadelphia, sailed from Fall River 8th inst.
Schr Exchange, Soule, hence, arrived at Baltimore 9th inst.
Schrs Alfred Buntin, Dunham, and Fifield & Matthews, Fox, sailed from Fall River 8th inst. for Philadelphia, via Seaconnet.
Schr Sarah, Benson, hence, arrived at New Bedford 8th inst.
Schrs Evelyn, Crowley, and Lucy Ames, Holbrook, hence, arrived at Newburyport 8th inst.

NOTICE TO MARINERS.

Notice is hereby given that the nun buoy having gone adrift from Pond Island Reef, at the mouth of the Kennebec river, Me, the danger is marked for the present by a spar buoy, which will be changed for a nun buoy as soon as possible. Notice of the change will be given.

By order of the Lighthouse Board.

J. D. SEAVEY,
Clerk First Lighthouse District.

Portland, April 1, 1862.

The buoy on Long End being carried away, the harbor master of Newport, RI, has placed a temporary buoy at that point. A permanent buoy should be positioned immediately, as several vessels run on there on Wednesday.

GROCERIES AND PROVISIONS.

NATIVE WINES.

STRICTLY PURE JUICE OF THE GRAPE—THE MOST DELICIOUS, RICH, AND FRUITY WINES EVER OFFERED TO THE PUBLIC.

AN EXCELLENT ASSORTMENT JUST RECEIVED.

ALBERT C. ROBERTS,
DEALER IN FINE GROCERIES,
ap26-tf CORNER ELEVENTH AND VINE STS

CROSSE & BLACKWELL'S celebrated PICKLES and SAUCES, constantly received by
my6 RHODES & WILLIAMS, 107 South WATER Street.

CHEAP BUTTER! CHEAP BUTTER! only 12 cts. per pound, at No. 812 SPRING GARDEN Street.
mh26-tf

NUTS.—20 BALES LANGUEDOC ALMONDS; 25 bales SICILY ALMONDS; 100 bags New African PEANUTS; just received and for sale by RHODES & WILLIAMS,
my6 107 South WATER Street.

LEAF LARD.—79 tierces prime kettle-rendered Leaf Lard, for sale by
C. C. SADLER & CO.,
mh20-tf 103 ARCH Street, 2d door above Front.

3 BBLS. GOOD COOKING BUTTER for sale very cheap at No. 812 SPRING GARDEN Street.
mh25-tf

CHEESE.—150 boxes fine Herkimer County Cheese, for sale by
C. C. SADLER & CO.,
mh20-tf 103 ARCH Street, 2d door above Front.

VERY CHOICE WHITE RYE FLOUR, only 2¼ cts. per pound, at No. 812 SPRING GARDEN Street.
mh25-tf

CANDLES, Chemical Sperm Candles, for sale by JAURETCHE & LAVERGNE, 202 and 204 South FRONT Street.
mh14

VINEGAR—French White Wine Vinegar, for sale by
JAURETCHE & LAVERGNE,
mh15 Nos. 202 and 204 South FRONT Street.

SARDINES.—A very superior brand for sale by CHARLES S. CARSTAIRS,
ap2 120 WALNUT and 21 GRANITE Street.

MESS PORK.—250 bbls Mess Pork, for sale by C. C. SADLER & CO.,
mh20-tf 103 ARCH Street, 2d door above Front.

IF YOU WANT GOOD POUND BUTTER, go to S. Z. GOTTWALS', No. 812 SPRING GARDEN Street.
mh26-tf

SALT.—2,000 sacks Ground Alum Salt; 21,000 bushels do, do.; 4,000 bushels Turk's Island do., in store and for sale by MURPHY & KOONS, No. 146 NORTH WHARVES.
my3

20 CWT. CHOICE WHITE RYE FLOUR, just received and for sale at No. 812 SPRING GARDEN Street.
mh25-tf

HOTELS.

STEVENS HOUSE,
(LATE DELMONICO'S,)
No. 25 BROADWAY,
NEW YORK.
Five minutes' walk from Fall River boat landing, Chambers street, and foot of Cortlandt street.
mh28-3m GEO. W. STEPHENS, Proprietor.

A CARD.—THE UNDERSIGNED, late of the GIRARD HOUSE, Philadelphia, have leased, for a term of years, WILLARD'S HOTEL, in Washington. They take this occasion to return to their old friends and customers many thanks for past favors, and to assure them that they will be most happy to see them in their new quarters.
SYKES, CHADWICK, & CO.
WASHINGTON, July 18, 1861. ap23-1y

PROPOSALS.

COAL.

Written PROPOSALS will be received until the 24th instant, for the delivery, on the North Wharf, at WEST POINT, New York, of the following quantities and qualities of WHITE ASH COAL—Steam:
600 tons (2,240 lbs ℔ ton) Locust Mountain, Steamboat size. Also,
700 tons (2,240 lbs ℔ ton) Egg size.
300 tons (2,240 lbs ℔ ton) Stove size.

Of either Beaver Mountain, Buck Mountain, or Baltimore vein, Wyoming, price of each stated separately.

Coal can be delivered from the Schuylkill, Lehigh, and Wyoming districts, at the WEST POINT WHARF, from canal boats which receive it at the Mines, without breaking bulk, via the Schuylkill and Delaware and Raritan Canals.

More than the ordinary facilities for unloading will be furnished.

The Coal to be delivered between the 1st of June and 24th of August next.

EDWARD C. BOYNTON,
Captain and Quartermaster Military Academy.
West Point, New York, May 2, 1862. my6-14t

ARMY CLOTHING AND EQUIPAGE OFFICE.

PHILADELPHIA, May 7th, 1862.

SEALED PROPOSALS will be received at this office until 12 o'clock, M., on Tuesday the 13th inst., for furnishing sixty thousand yards ⅞ dark blue cotton and wove flannel weighing 6½ ounces to the yard, to be either piece or cut-pieces, for lining blouses. Bids will be received for the whole or any part of the above quantity, and bidders must state how soon it can be delivered at the Schuylkill arsenal, subject to inspection.

25,000 pounds Soft Lea Gloves, best quality, Oak-tanned, from Buenos Ayres, or La Plata Dry Hides, to weigh 14 pounds or more to the side. Separate bids required for each kind—La Plata or Buenos Ayres Hides.

All bids for cloth to be endorsed "Proposals for dark blue Cotton and Wool Flannel," and be addressed to

Col G H. CROSMAN,
Deputy Q. M. General.
my8-5t

PROPOSALS FOR STATIONERY, &c.

COLLECTOR'S OFFICE, CUSTOM HOUSE,
PHILADELPHIA, April 26, 1862

Sealed and endorsed Proposals for Books, Blanks, and Stationery, for the Custom House, Philadelphia, will be received at THIS OFFICE until the TWENTY-EIGHTH DAY OF MAY for supplying the Custom House for one year from the 1st day of June, 1862, with

Blank Books for Entries, Records, Abstracts, &c.
Printed Books of Bonds, &c.
Printed Blanks for Enrollments, Licenses, Reports, Permits, Accounts, &c.
Stationery, viz: Pens, Ink, Paper, Pencils, &c.

The whole probably not to exceed $2,000.

Liberty is reserved to accept such proposals for the whole or any portion of the articles therein named.

It is also to be understood that all such articles as may be required, and which are not expressly mentioned in the schedules, shall be furnished by the contractors at the usual market prices, or may, at the option of the Collector, be purchased in open market.

Schedules of articles and estimated quantities, with specimens, and other required particulars, furnished on application at this office.

Bonds, with satisfactory security, will be required for the faithful performance of the contract.

ap 28-n 4t WM. B. THOMAS, Collector.

ILLUMINATING OILS.

"LUCIFER" OIL WORKS.

100 Bbls. "Lucifer" Burning Oil on hand. We guarantee this oil to be non-explosive, to burn all the oil in the lamp with a steady, brilliant flame, without wasting the wick, and but slowly. Bbls. lined with glass enamel. WRIGHT, SMITH, & PEARSALL.
fe22-tf Office 515 MARKET Street.

100 BARRELS CARBON OIL FOR sale, in good barrels, suitable for shipping; and to the trade, in small lots, at 415 COMMERCE Street.
my5-6t*

CARBON OIL.—100 bbls. Natrona Oil in store and for sale by
WILLIAM M. WILSON,
mh19-tf 208 MARKET Street.

HARMONY SHERRY—For sale in bond, by CHAS. S. CARSTAIRS
ap10 No. 120 WALNUT St. and 21 GRANITE St.

RETAIL DRY GOODS.

CLOAKS! CLOAKS! CLOAKS!
THE GREATEST BARGAINS IN THE CITY
AT
IVENS & CO.'S,
No. 23 SOUTH NINTH STREET.
THE LARGEST STOCK,
THE BEST ASSORTMENT,
THE CHOICEST COLORS,
THE FINEST QUALITIES,
THE MOST SUPERB TRIMMINGS,
THE NEWEST STYLES,
THE BEST WORK,
AND
DECIDEDLY THE LOWEST PRICES,
IN THE CITY,
AT
IVENS & CO.'S,
No. 23 SOUTH NINTH STREET.
mh26-3m

RAPSON'S, CORNER OF EIGHTH AND CHERRY STREETS,
OFFER TO THE LADIES
NARROW BUGLE GIMPS,
BLACK SILK LACES,
BELT RIBBONS, ALL COLORS,
NARROW SILK GIMPS,
NARROW RIBBONS,
SPOOL SILK, ALL COLORS, CHEAP.
PARTRIDGE AND CHINCHILLA SI'LIT ZEPHYR.
One lot of PARTRIDGE WORSTED, and all the leading colors, at 12½ cents per hank.
RAPSON'S TRIMMINGS & ZEPHYR STORE,
CORNER EIGHTH AND CHERRY STREETS.
ap23-1m

CLOAKS.—If you want the best value for your money, go to the City Cloak Store, 142 North EIGHTH Street, above Cherry.
mh26-3m

CLOAKS!
A MAGNIFICENT ASSORTMENT
ALL THE NEWEST STYLES IMPORTED THIS SEASON,
With every new material, made up and trimmed in the very best manner, at prices that defy all competition
AT THE
PARIS CLOAK STORE,
N. E. CORNER EIGHTH AND WALNUT STS.
mh26-3m

NEW CLOAK STORE!
The most elegant assortment in the city.
No. 29 SOUTH NINTH Street,
First door above Chestnut.
mh26-3m

1024 CHESTNUT STREET.
E. M. NEEDLES,
Would call
SPECIAL ATTENTION
To his assortment of White Goods and Linens, adapted to the requirements of the present season
PLAIN, PLAID AND STRIPED MUSLINS,
CAMBRICS, MULL, NAINSOOKS,
SWISSES, FRENCH MUSLINS,
PILLOW, SHEETING AND SHIRTING LINENS, &c.
All varieties and novelties in the above at *VERY LO