THE CITY. COURTS -THE CONTESTED-ECECTION OASE .- Yesterday morning the contested-election case

On Thompson vs. Swing proceeded.

David Fields sworn.—I reside in the Third division of the Fifteenth ward, and was present at that division at last election; Edmund Spain acted as jurge, William Waterbury and I acted as inspectors; don't know what authority Mr. Spain had, he was not elected; I was appointed a clerk, and I merely moved my seat to the inspector is seat and appointed a clerk; Mr. Parr was the elected inspector, but did not come; Richard Johnson was my clerk; Andrew Minick and another wore the return inspectors; I was sworn by the opposite judge, Mr. Spain, and I swore him.

Oross-examined.—I acted as Democratic inspector, and it was he whe had appointed me clerk; at the opening of the polls, word came that Mr. Derr would not act, because he would lose his position in the gas works if he did; there were thirty or forty there; the minority judge was there, and asked what was to be done, and I told him that I was going to act as inspector; nobody objected formy duty, and I was afterwards sworn in; our party was fully e-precented at that poll; I have often attended elections before and acted as an officer.

The general return of the division shows that John Thompson received 179 votes, and Robert Ewing 120 votes.

Samuel Hofman sworn.—I reside in the Sixth division of Thempson vs. Ewing proceed otes. Samuel Hoffman sworn.—I reside in the Sixth division Samuel Hofman sworn.—I reside in the Sixth division of the Eighteenth ward; I was an impactor there at the last election; I went there about 7% o'clock; William Hall presented himself as return inspector; he was not bermitted to act; there was an election held outside on the curb stone for one inspector; that election was held between 8 and 9 o'clock, after the polls bad been opened; heard Mr. Beckett say he had appointed Mr. Hall, and he protested against their solion in excluding him, and said the election was illegal; a great many objected to the curb stone election, but it made no difference, as they had a majority and did as they cleased: I signed the rethe curb stone election, but it made no directore, as twy
had a majority and did as they pleased; I signed the return; we only had the word of those inside that all was
correct; we didn't see anything dishonet.

Cross-examined.—Mr. Beckett, the person who apofficers examined moved out of the preciuct, and
the majority of the board of election officers said that he ned no right to appoint, and then the curb-stone election vas held. nad na right to appoint, and then the educto-sources was held.

William Frost sworn.—I reside in the Fourth precinct of the Twenty-first ward; I was an inspector there; George Ellam voted there; he voted on age; I qualified him as to his right to vote; he swore to his age between twenty-one and twenty-two, which I knew, and he turned around to go away, and I called him back and asked him where his residence was; he said in Montgomery causty; I turned around and said that my fellow; inspector, through mistake, had put the ticket in the lox; he voted a full ticket.

The question of the ticket voted again came up and Mr. Hirst endeavored to secure from the witness the in-Mr. Hirst endeavored to secure from the witness the in-formation for which candidate Ellam voted; this gave rise to a discussion which was substantially the same a rise to a discussion which was substantially the same as that of yesterday. The counsel for Mr. hompson instant has been also was endeavoring to evade the decision of the previous day. The court suggested to Mr. Hirst to ask the witness whether there were any merks on the ticket voted by Ellam by which we could identify it. To this the witness answered that there were three parties, but only two classes of tickets voted. Mr. Birst. Describe the ticket that this man Ellam handed in and which was put into the box.

Judge Thompson, It was propose to show that there handed in and which was put into the box.

Judge Thompson. If you propose to show that there were no scratched tickets in the box and that this man must have voted one or the other tichet, lay the ground, and then you have, the right to sak the question. You must lay this foundation for the question. You must first show that there were no scratched tickets, and then that this must have been one of the two.

Judge Ludlow repeated his view as announced yesterday, that he considered the description of the ticket was relevant. olevant. Judge Thompson again stated that if it was shown that Judge Thompson again stated that if it was shown that there were to scratched tickets voted in the hour in which Ellam appeared, then this testimony might be received to show that the man voted one of the tickets, and until that is shown, he would not consent to accept evidence of the bending and length at dereadth of the ticket. The heading merely established that it was a party ticket, and no more; it could not show whether there were any pasters or scratches inside.

Another question was raised, whether where the court Another question was raised, whether where the court was divided on the admissibility of spidence, the evidence was admitted. The court referred to contravy rules, heretofore held in the civil and orininal courts of the county. Before proceeding with the testimony, Judge Lud ow said that he did not understand that the rules of evidence were to be so tightly construed as to prevent the parties from proving their case. No contested-election case had ever been tried in which it did not occur that large numbers of witnesses were called in the same day to prove different specifications. These witnesses come from all sections of the city, and no other course could be pursued, and to say that the party must ap preliminary proof was to lay down a rule never before established in such cases, and, therefore, if counsel say to the court that they wil follow no particular items of testimony. If the party had a right to file an answer he add the right to have bis testimony before the court, and it was his the judge's) sworn duty to see that the privilege was accorded him. Another question was raised, whether where the court lege was accorded him.
Judge Thompson remarked that he did not know whether Judge Ludlow's views were given for his edification or not; but all he had to say was that, when the cate presented by the Judge came before him for decision, he would decide it.
Witness continued.—Francis Schellinger voted at my precinct; qualified him as to his residence; gave his residence; in the Fourth precinct. Levening street. writess contined.—Francis Scieninger over a tray precinct; qualified him as to his residence; gave his residence in the Fourth precinct, Levering street; aboved his tax receipt; don't know whether he voted in the morning or afternoon; I saw the tickets counted inside; saw the tickets to counted each hour; I saw the count when they counted the tickets the hour after Ellam voted, and I don't recollect seeing any scratched tickets. To Judge Thompson.—I don't recoilect that there were any scratched tickets in that hour after Eliam voted.

To Mr. Brewster.—I don't recoilect the hour in which don't recollect which, but he said one or the other; over the river is Montgomery county; I don't resellect the time of the vote; I think it was in the afternoon; I can't say what ticket he voted for sheriff; I think Mr. Boker bought him up; Mr. Boker had tickets; I don't know who gave Ellam his ticket; I recollect Francis Schellenger voting in the precinct; I don't recollect the time of his vote Wm. Ordyke sworn — I reside in the Ninth division of the Fitteenth wurd; I was inspecior's clerk at the election; I went to the polls about half pust seven in the morning; in. Culverteon was there as inday; he was not the regular judge; Dr. Brinton was the regular one; the pells were opened at 8 o'clock; the officers were organized at that time; I don't know how Mr. Galvertson got to be judge; be came into the room and acted; there was some objection made to his serviug.

The court then adjourned until this morning.

The pupils of the Hebrew Education Scotchy's school, located in Seventh street, near Wood, under the principalship of Mr. John McGlintock, have made the following generous contributions for the sick and wounded soldiers in the West Philadelphia hospital: 14 packages soldiers in the West Philadelphia hospital: 14 packages of farina, 13 co. corn stanch, 7 do. pepper, 7 do. cocoa, 22 pout 6s sugar, 22 do. crackers and c.kes, 3 do. plums, 14 do. tea, 14 do. coffee, 6 do. rice, 9 do. oatmeal, 2 do. Indian meal, 2 do. thocolate, 4 do. prunes, 44 do. hatley, 1 do rice flour, 4 do. nutmeg, 1 do. cherries, 1 do. butter, 1 jar preserved ginger, 1 do. ptokles, 2 do. corrant jelly, 4 do. tamarinds, 2 do. orange jelly, 1 can to-matices, 1 do. trawberries. 1 buttle peppered vinegar, 3 bottles wine, 2 do. brandy, 4 do. catsup, 11 eggs, 136 kmons, 51 oranges, 1 quart dried apples 1 sack salt, 2 pineapples, 7 pieces castile soap, 1 cocoanut, 13 ruaks, 6 rolls, 19 skeins sewing cotton, 2 doz, pairs stockings, 1 pair drawors, roll of muslia, roll of linen, 1 moraing gowe, 1 linen shirt, some lint, and a number of newspapers and mogazines.

Jay Ooke, Eq., subscription agent for the new "5-20" six per cent. United States losn, is prepared to deliver the coupon bonds and to take subscriptons for the registered. The amount taken thus far by our community is an excellent index of their patriotism and abiding faith in the Government, nearly one million dollars having been subscribed. To distinguish this loan from the long loans of the United States, it has been denominated of the builded States, it has been denominated been subscribed. To distinguish this loan from the long loans of the United State, it has been denominated 46.20," which refers to the Government option of payment, after five years. The bonds are issued, having twenty years to run, and as the legal-tender circulating notes accumulate, the privilege of their conversion into this lean will be largely availed of, and the result will be to popularize the loan, and at the same time avoid the inflation which unrally follows the issue of an irredeemable currency. We have no doubt this loan will receive a favorable reception, fully believing that the faith of the Government, in payment of interest and finally of the loan itself, will be strictly kept.

SILLY OUTRAGE.—On last Tuesday night, a large train of cars, which contained an excussion party, was running to the city on the Germantown Bailroad, when one of the excursion party pulled out a bolt, and thus separated the train. Fortunately no damage resulted from the "cutting." A man named Butters, who is the alleged perpetrator of the act, was arrested on the spot, and subsequently taken before a rangistrate, who held him in \$1,800 bail to answer at court. This is not the first in a so silly an outrage has been committed on the roads running from the city, and Mr. H. K. Smith, the general superintendent of the Germantown Bailroad, has determined to prosecute, to the full extent of the law, all such cases as may occur upon the line under his superintendence.

HEADQUARTERS OF THE 15th U. S. INFANTRY.—The headquarters of this regiment has been removed to this city. Lieut. Col. John P. Sanderson, who is in command, reached the city on Wednesday evening for the purpose of making the necessary arrangements for an encampment. The regiment is comparised of twelve companies, and has been attached to the Western department since October last. The recruits of the regiment at present disposable will be organized into a company at Newport barracks, which will be left at that post until completed to the maximum and sufficiently instructed to join the companies now in service.

A RARE CASE .- Yesterday morning an old gentleman called at the store of Mr. Lewis Ladomus, watchmaker and jeweler, on Chestanu street, and tendered him ten dollars, which he requested him to hand over to the relative of Mr. Ladomus, Mr. John McOloud, an old time batter, from whom the old gentleman had purchased a hat forty or fifty years ago, and for which he had never paid. The ten-dollar bill was intended to flouidate the principal and interest of the debt. The same old gentleman is engaged in paying off all the bills he incurred half a century ago, when he was poorer or more careloss than at present. Such cases are rare.

A MEW I LAG.— Lesterday informing a new flag, bearing the city coat-of-arms, was run up upon Independence Hell for the first time. It attracted considerable attention It is made of fine white bunting, has the insignia of the city in blue in the centre, and measures eighten by tweaty-five feet. It was ordered by the City Councils for the purpose some weeks since, it is the intention to have it flying on all days of public rejoicing, and on the regular meeting days of the City Councils.

races at Suffolk Park will be continued to day and to-morrow. There will be two races to day: the first for a purse of \$2.0, one mile out, for three-year-old colts. The second is for a purse of \$500, mile heats, best three in five free for all ages. A number of good horses are al-yeady entered. The Ladies' Continental Gift, a splendid enameled watch, will be run for to-morrow by saddle-horses, gealth men riders horses, gentlemen riders.

More Ponations. - The primary rchool, in Eleventh street, below Thompson, has made the following contributions to the mck and wounded soldiers: Farins, 21 pounds; corn starch, 10 pounds; cocoa, 4 pounds; ice, 22 pounds; oat meal, 12 pounds; sugars, 62 pounds; rye flour, 5 pounds; soaps, 12 pounds; crackers and cakes, 125 pounds; oranges, 10; lemons, 100; eggs, 50; besides quantities of jellies, barley, coffee, pepper, books, shirts, lint, bandages, &c.

Another Government Hospital.-The Shiffler Hose Company have unanimously resolved to tender to the use of the Government their fine building, for hospital purposes, the rooms to be entirely fitted up at the expense of the company. As a class, there are no more liberal and pariotic citizens in the United States than the firemen of Philadelphia.

Institution for the Blind.—The public examination at the Institution for the Bilnd, which occupies all the present week, will close to-morrow at 1 o'clock. This afternoon and to-morrow forenon will be devoted entirely to musical performances—orchestral, vocal, and piano. The public are invited, free of charge. FUNERAL OF MR. READ .- The funeral of Mr. George Read, formerly, a member of Select Council, took place yesterday morning from his late residence,

ne accepted and received, then, in the purposes of surveys, piling, dredging, filling, excavating, building walls, houses, and shops on the island, the bill proposes to appropriate \$200,000.

Mr. GRIMES. The events of the past year have taught us many important lessons, among the most valuable of which is the jentire truth of the apothesm of the Father of his Country, that it is the duty of this nation in time of peace to prepare for war." When this rebellion began we were not only comparatively without an army and a navy, but we were apparently without an army and a navy, but we were apparently without an army so in bilding a navy. The few steam war vessels belonging to the Government were scattered over the world; the most of our sailing vessels were dismantled and dilapidated, and nearly worthless in their best estate; two of our important navy-yards were surrendered to the eveny, and the remaining ones were contracted in size and capacity for labor, and nearly bereft of material for construction. Yet the navy was suddenly called upon to maintain the most extensive blockade known in history. The efficiency of that blockade the whole civilized world knows and has borne testimony to. Probably no nation ever exhibited such an amount of energy and maritime resources as has been shown by this country during the past year; certainly, no country ever-put afiont such powerful and well-appointed tleets in so short a time, and corducted them with such eminent success.

But the great danger is that these very successes may hull us into security for the future, and thus betray us into danger, it not into ruin. It must be remembered that in this context we have derived lumenes support from the merchant marine; that we have had the use of large numbers of merchant steamers, which were admirably adapted to all of the purposes of blockade, but which would be comparatively worthless as war vassels against belligerents who were almost entirely destitute of ships, seamen, and naval resources. The light-fraught, light-built ste accumulate materials, machinery, and appliances, for their use, when the great necessities of war shall be upon us! That we must have such an accumulation of mate-rial, and such an organization of means, for the produc-

their use, when the great necessities of war shall be upon us? That we must have such an accumulation of material, and such an organization of means, for the production of such defences, is unquestioned. The Secretary of the Navy, in his letter of the 8th of June, calls the attention of Congress specially to this matter. He says:

"It is not the part of wiedom to close our e. es to the progress of events, nor to evade the responsibilities that properly lelong to us. The creation of a new and different navy, such as the development of science and art already demonstrates as a necessity, calls for vigorous measures and prompt and energetic action. The Government should not, in justice so itself, be dependent on private establishment for its most important and expansive works, but should rely upon itself. Great works, however, require time in their preparation, and lavish expenditures cannot hasten them. Congress has been liberal in its appropriations for building vessels, but these appropriations cannot be made available in obtaining the proper locations and mills, forges, furnaces, and shops, all of which are requisite, and which, to be secured preperly, need time and careful consideration.

"If the monsylfor these purposes be now appropriated, we shall commence, under as favorable circunstances as any nation, the construction of a navy adapted to the wants of our means and opportunities; and it is no longer doubtful that our future entery and welfare are dependent on our naval strength and efficiency. It is a duty, as well as a necessity, that we make these United States a great naval Power. We owe it to curselves to commence at cree this work; and the present Congress should, in my opinion, take the preliminary steps at the present session for laying the foundation for the construction of a bavy commensurate with the wants and magnitude of the country. The place or places, the shops and tools, sud other appurteurances for this great work, must be provided in season. The experience we have had admonishes us not money would repair the wrong that might be inflicted from present neglect. A million or two of dollars, indiciously expended at the present time, may save hundreds of millions and the honor of the nation after hostilities shall have commen-ed."

Mr. President, these are wise suggestions, and we would do well to heed them.

The policy of civilized nations, in this dealings with each other, is dictated principally by facts relating to geographical position and commercial interests. We have not been compelled to maintain an army corresponding to those of European nations, only because of our remoteness from that continent, and the inability of either of those bations to support an army so far as we are from the centre of thair supplies. On the ocean our jurisdictions adjoin and become concurrent. Causes of girevance will constantly arise, as they have arisen, but we shall no longer have that great pacificator denominated "King Cotton" between us to settle our differences. The days of American cotton as a political power are numbered and finished. Hereafter we shall stand like other nations, able only to maintain and enforce peace by the magnitude and completeness of our preparations for war, and that a naval war. This nation never need fear any hostile military force on this continent. The warlke development and the military tendencies shown by our people during the last twelve months ongit to satisfy us of that. It is upon the water that we must prepare to meet our foes. These preparations must be, not in the building of ships alone, but in our ability to build or repair them speedily and in safety when the emergency arises.

a navy such as the strength and character of our Government and country require, in order to maintain its true position among meritime Powers; and helfells us that we have not those means now. I agree with him entirely. We have none of the requisite conveniences for building and maintaining such a navy as the safety and honor of the nation require.

I ask the attention of the Senate a faw moments while I contrast the facilities of the navy yards of the United States, for building and repairing vessels of war, with those of France and Great Britain, our great rivals for the commerce of the world, and the only Governments from which danger may, therefore, be apprehended.

Great Britain has at

from which deaper may, therefore, he apprenenced.

Great Britain has at

1. Dryfford, on the Thames, a navy yard containing an area of thirty eight acres with a wharf front does eventeen hundred feet. In this yard are five building slips with iron roofs, two dry-docks, one of which is double, and a wet doik or beals of two hundred and eixty by two hundred and twenty feet. It is provided with storehouse- of various descriptions, of immense capacity, and adjoining it is the victualling yard, with a river front of ten hundred and sixty feet, and containing a superficies of nineteen acres. capscity, and adjoining it is the victualling yard, with a river front of ten hundred and sixty feet, and containing a superficies of nineteen acres.

2. Woolwich, on the Thames, has an area of fifty-six acres, and has a river front of three thousand eight hundred and forty feet. In this yard are eight building slips, three dry-docks, and two large wet basins. The conveniences for building are very great, the yard containing immesse rope walks, steam-engine factories, foundry, boiler shops, saw mills, rolling mills, &c.

3. Chatham. on the river Mcdway, has a river wall of five thousand feet, and a surface of ninety-five acres, besides the island of St. Mary's, which adjoins the yard and contains two hundred and eighty-four acres. In this yard are four dry docks and ten building slips, two of the latter covered with iron roofs. The rope-walk at this yard is grey excessive, employing two hundred and fifty men constantly. The storehouses, shops, foundries, and timber docks, are of the most complete character, and of immense magnitude.

4. Sherness has a surface of fifty-seven acres, has one building slip and five dry docks; a wet basin five hundred and twenty by three hundred feet, with an area of three and a half acres, a capacity sufficient to contain ten ship: of the-line. Three of the dry docks open into the wot basin. The building slip is covered with zine, and the storehouses and workshops at this yard are fire-proof, with iron beams.

5. Portsmouth, in the Channel, is the most complete of British dock-yards. It has a surface of one hundred and affteen acres, with a front-wharf wall of three thousand nine hundred feet. There are seven building slips, of which five are coyered with iron roofs, and nine dry docks. There are low wet basins, one of three hundred and eighty by two hundred and sixty feet, furoishing an area of two and one-third acres, and into which four of the dry docks open; and one wet basin two hundred and fifty feet equare. There is also a slip of six hundred and fifty feet equare. There is

and one-quarter acres, thirty-nine and five-eighths acres of which are flats that require to be filled up, making un aggregate of one hundred and pineteen and seven-eighths acres. This yard has an available frontage of twelve hundred feet, one stone dry-dock, and two building

THE NEW NAVAL STATION AT LEAGUE
ISLAND.

The following is a complete copy of the very able speech delivered by Mr. Grimes, in the Senate, on Tucsday last, during the discussion of the bill to authorize the Secretary of the Navy to accept of the title to League Island, in the Delaware river.

Mr. GRIMES. I move that the Senate now proceed to the consideration of Senate bill No. 363.
The motion was agreed to; and the bill (S. No. 363) to authorize the Secretary of the Navy to accept the title to League Island, in the Delaware river.

Mr. GRIMES. I move that the Senate now proceed to the consideration of Senate bill No. 363.
The motion was agreed to; and the bill (S. No. 363) to authorize the Secretary of the Navy to accept the title to the League Island, in the Delaware river, or naval purposes, was read a second time, and considered as in Committee of the Whole. It proposes to authorize the Secretary of the Navy to receive and accept from the Secretary of the Navy to receive and accept from the Secretary of the Navy to receive and accept from the section of the title to the League Island, in the Delaware river, within the First ward of that city, together with all riparian rights and privileges thereunto belonging and appertaining, to be used for naval purposes by the Government of the United States; but it is provided that the title the shall not be seed for naval purposes by the Government of the United States; but it, is provided that the title the shall not be seed for naval purposes by the Government of the United States; but it, is provided that the title the shall not be seed for naval purposes by the Government of the United States; but it, is provided that the title to the premise by a competent board of officers to be by him appointed, he shall discover that the public interests will not be prometed by acquiring the title. If the title shall not be prometed by acquiring the title. If the title shall not be prometed by acquiring the title. If the title shall not be prometed by acquiring the title. If th n order to maintain its true position among mari ime

for building and repairing a may such as the strength and character of our Government and country require, in order to maintain its true position among maritime Powers."

The bill under consideration authorizes the selection of Lesgue Island, in the Delaware river, for the purposes of a navy pard, and looks to the abandonment and sele of the present yard in Philadelphia. It is proposed to creet on this island the necessary works for rolling plates and building iron vessels. The whole argument in favor of this proposition is thus summed up, by the Secretary, and to which I can add nothing:

Other Government has several large may yards for building ships; and the introduction of steam—which is necessary for, and made applicable to, all naval vessels now constructed—has compelled it to erect extensive shops for making steam machinery. But these shops are madequate to the wants of the navy; and for some years it will be necessary under any circumstances to contract for much the larger portion of the work that will be required.

"It is now generally conceded that vessels for fighting purposes must be beavily plated with from, if they are not built entirely of that material. In this, as in most costly fabrice, economy is reached through durability. Iron ship building is new in this country; but few persons are engaged in it, and it is a novelty in our navy yards. Heavy iron beams, shafting, and thick iron plates, can be precured from only two or three parties, and then in limited quantities, and subject to great delay. Inoviduals have little use for iron of such magnitude as the navy must have, and there must unavoidably be great on that yot prepare for the execution of such work. With only the navy for a perchaser, there can be no competition; and the Government will be compelled, under such circumstances, to pay almost any price the mills ands forges may demand. No inconsiderable portions of an iron ship can be made and procured at the ordinary mills, and, so far se it can be done, it may be the best policy to be s

by any other on the Atlantic or Gulf coasts:

1 It contains the requisite amount of land. There are on the island for hundred and nine acres of what is called "fast land," being high, dry, and till shle, sesceptible of rese without embankment or other preparation; one hundred and twenty four acres of marsh land east of Broad street, and sixty-seven acres west of Broad street, embracing in the aggregate an area of six hundred acres, or more than five times the area of the largest of our present navy yards, and twice the size of the largest yard in Europe.

present may yards, and twice the size of the largest yard.

Burope.

The island possesses the necessary amount of frontage upon the water, which is a most important consideration, and the want or which is one of the great defects of all our present yards. The water front of the island will extend six miles, furnishing room for mooring in safety all the vessels in our present navy, and all we shall be likely to have for may years to come. The sum of money to be saved in warping vessels in and out of alips when a change in 'their positions may be necessary, and in wharfage aid rent of docks, where private property is used, will be very great in the course of a single year, and, of course, greater in the lapse of time and the necessary additions to our navy. By possessing an expansive frontage, workmen, materials, and stores can be placed on board at the wharf, instead of being put on board of tenders and transported into the stream, as is required to be done at all of our yards where there is an insufficiency of frontage, as there is in a peculiar degree at the Philadelphia yard at the present time.

There is an abundant depth of water for all of the least. There is an all of the contribute the least of the purposes of Government. Along the outer shore of the island, near to its edge, and for more than three miles in least. purposes of volvables. The service of that three miles in length, there is a sufficient depth of water to float the largest class of war vessels.

4. The greatest advantage of this location, and that which, taken in connection with the frontage and depth of water, places it far beyond any rival, is the fact that the yard would be in water wholly fresh. It is a well-known fact that iron corrodes and decomposes in salt much mere rapidly than in fresh water, and hence that the endurance of an iron vessel, when either in service or laid up in ordinary, is much greater in fresh than in salt water. Nor is this all. Iron vessels when exposed to the action of salt water for a considerable period of time, and especially in warm climates, become foul by the accumulation of marine crustaces, thus not only lessening their speed and injuring the vessels, but requiring them to be taken into drydock to be scraped. As an illustration of this fact, the iron blockading vessel South Carolina, after a service of nine months in the Gulf of Mexico, had her speed reduced by the accumulation of barnacles, sea-weed, and other marine nuisances, from twelve to six knots an hour, requiring her to be sent North to be cleaned. Had the Philadelphia navy yard been in a candition to rective her, and complete her other necessary repairs her passage through the fresh water of the Delaware river from Now-casle, which is practical; the limit, of the salt water, would of itself have cleared her bottom of these impediments as perfectly as it could have been done by mochanical means.

11 is hardly doubted by any one that iron vessels are hereafter to constitute our principal reliance for harbor defence. It will unquestionably be the policy of the Garrinents as perfectly as it could have been done by mochanical means.

12 is hardly doubted by any one that iron vessels are hereafter to constitute our principal reliance for harbor defence. It will unquestionably be the policy of this island will by no meane exceed the necessities of the Government. Shou length, there is a sufficient depth of water to float the largest class of war vessels.

seighteen years, and has had no repairs to her nuit, which is apparently as perfect as it ever was. In salt water her bottom would probably have been destroyed ten years ago.

5. The proximity of the island to a large maritime and manufacturing city, is one of its greatest advantages for a naval station. Whenever an extra force of mechanics or seamen are required, or an extra supply of naval stores needed, they can be procured at thot notice, and at no extra expense. It is well known that whenever such extra force is required at the Southern yards, neither of which was near a large industrial population accustomed to such labor, the cost of procuring the necessary craftemen was much greater than at Charlestown, Brooklyn, or Philadelphia. The men had to be transported at Government expense, extra wages were demanded, and the laborers in almost every instance were clamorous to be retained permanently, because of alleged loss of situations at home. Nor could sailors be procured at those yards in an emergency, except by sending to the Northern cities to tecruit, always an expensive process, and generally consuming weeks of time, the value of which could not be computed in money. The great sdwartages of a Government establishment of this kind in proximity to a large mechanical population, whose leading pursuit is the fabrication of iron in its various forms and for its numerous purposes, cannot be over-estimated.

6. Another consideration of the highest importance is the susceptibility of League Island for perfect defence against foreign invasion or demestic insurrection. The channel of the Delaware, although affording a sufficient depth of water at all times, is so narrow and tortuous for a distance of one hundred miles above its mouth that a ship in the hands of any other than an experienced pilot, especially with the buoys removed, would have the greatest difficulty in reaching Philadelphia at all. If the present defences should be considered insufficient, a single martello tower on the edge of the channel, mount

decks. There as two wel designs, one of three hundred and first of the grace. There is also a wild for which four of the dry docks open; and one web backs two hundred and first feet equate. There is also as high of at hundred and first feet equate. There is also as high of at hundred and first feet equate, in the Channel, sometimes called Devon-port. contains nicely-two acres, with a whard wall of three thousand five hundred feet. In this yard there are dry docks on the contains nicely-two acres, with a whard wall of three thousand five hundred feet. In this yard there are dry docks. The size of the contains the contains

scree. This yard has an available frontage of twelve hundred feet, one stone dry-dock, and two building slips.

The Philadelphia navy-yard has a surface of only infifteen and three eighths acres, one and one-eighth acre of which requires to be filled to make it useful to the Government. Here are a floating dock, two building slips, and a water front of about six hundred feet.

In Washington, the yard has an area of forty-one and seven-eighths acres, one and seven-eighths of which is

PASSENGERS SAILED. In ship Wyoming, for Liverpeol.—Goo B Atlee, Phila-delphie; David H Taylor and lady, Cincinnati, 0; Dr Thomas M Drown, surgeon, Philadelphia, and 32 in for-ward cabin and steerage.

PHILADELPHIA BOARD OF TRADE.

SAM W. DE COURSEY,
JAMES G. HAND,
J. B LIPPINCOTT,

COMMITTEE OF THE MONTE. LETTER BAGS At the Merchants' Exchange, Philadelphia. Ship Ocean Soud, Small. Liverpool, soon
Bark Meaco, Clark. Pernambuco, June 25
Bark J Maxwell, Davis. Laguayra and P Gabetto, soon
Brig Thos Walter, Johnson. St. Barts, soon
Schr Ann Carlett, Carlett. St Thomas, soon

MARINE INTELLIGENCE. PORT OF PHILADELPHIA, June 27, 1862.

ARRIVED.
Schr Smith Tuttle, Mayo, 4 days from Provincetown, with mase to Geo B Kerfoot.
Schr Summitt, Swett, 5 days from Wellfleet, with mase te Geo B Kerfoot.
Schr Maris Fleming, Shaw, 3 days from New York, with mose to David Cooper. Schr Lath Rich, Lunt, 7 days from Port Royal, in ballast to captain
Schr James Barratt, Jr. Pennell, 8 days from Laurel, Del, with lumber to J W Bacon.
Schr Rancocas, Hunter, I day from New Castle, Del.
with corn to Jas Farratt & Son.
Schr Meckanic, Corlies, I day from Odessa, Del, with
corn to Jas L Bewley & Co.

CLEARED.

Bark Le'and, Nickerson, Ship Island, Workman & Co.
Brig Ashler, Thestrup, Portland, W II Johns & & Co.
Schr J S Lee, Corson, Boston, N Sturtevant & Co. SAILED Ship Wyoming, Burton, for Liverpool, left Walnut-street whatf at 9 o'clock yesterday morning, in tow of tug America, with the following cargo: 28,685 bushels wheat, 4162 do cern, 1000 bbls flour, 30 casks tailow, 71:

bales rage, 6 boxes stoves, 6 cases wine. 7 cases mides BY TELEGRAPH. BY TELEGRAPH.

(Correspondence of the Philadolphia Exchange.)

LEWES, Del., June 25, 8 P M.

A ship with double topsails, supposed to be the Emily

Augusta, from Liverpcol, came in to-day. Wind N.

Yours, &c. JOHN P. MARSHALL. (Correspondence of the Press.)
HAVBE DE GRACE, June 25.

The Wyoming left here this moreing with 6 boats in tow, laden and consigned as follows:

8 Bisphem. wheat, rye, corn, and flour to N Nesbit; J F Showen, lumber to Malone & Trainer; Mary and Myra King, do to Norcross & Sheets; Stephen Gould, do to B Welwards. MEMORANDA. Ship Indiana, Hobson, cleared at New York 25th inst. or Melbourne.

Bark C W Poultney, Johnson, hence, via Ship Island, Bark C W Toultney, Joinson, hence, via Ship Island, at New Orleans 15th inst.

Bark Couvey, Woodward, for Minatitlan, in ballast, cleared at New Orleans 15th inst.

Bark Wm A Banks, Bartlett, from Havana for Antwerp, was spoken 6th inst, lat 50, long 912 W.

Brig Golden Lead, Tully, cleared at New Orleans 15th inst, for New York. nst. for New York. Brig Petrel, (Br) Marshall, hence, arrived at Halifax 18th inst Brig Tiberias, Leccq, from Merseilles for St Thomas at Gibreltar 31st uit. Schr F C Smith, Smith, hence, arrived at Providence

GROCERIES AND PROVISIONS. TO FAMILIES RESIDING

RURAL DISTRICTS. We are prepared, as heretofore, to supply Families eir country residences with every description of FINE GROOFRIES, TEAS, &c., &c.

23th inst.

Schrs Tangent, Rich, J A Williams, Small, J P Johnson, Chase, and Brilliant, Davis, cleared at New York

25th inst. for Philadelphia

ALBERT C. ROBERTS, 1e21-tf CORNER ELEVENTH AND VINE STS. NEW MACKEREL. 150 Bbls New Large No. 3 Mackerel. 150 Half Bbls """"

In store and and for sale by

MURPHY & KOONS,
jel4-tf

No. 146 North WHARVES. MACKEREL, HERRING, SHAD, LVI &c., &c. 2,500 Bbis Mass Nos. 1, 2, and 3 Mackerel, late-caught fat fish, in assorted packages. 2,000 Bbis New Eastport, Fortune Bay, and Halifar Herring
2.500 Boxes Lubec, Scaled, and No. I Herring.
150 Bbis New Mess Shed.
250 Boxes Horkimer County Cheese, &c.
In store and for sale by
MURPHY & KOONS,
jel4 if No. 146 North WHARVES.

RHODES & WILLIAMS, No. 107
South WATER Street, offer for sale the following:

To cases assorted Jellies.

75 cases assorted Jellies.

100 cases American Pickles, pints and quarts.

50 cases American Pickles, gallons and half gallons.

50 cases French Brandled Cherries.

75 cases French Brandled Peaches.

40 cases Lewis & Brow.' Condeased Milk.

50 cases Tordeaux Olive Oil, in black bottles.

20 cases Virgiu Oil of Aix.

50 cases Bacgalupi Oil, pints and quarts.

Also, a well assorted stock Crosset & Blackwell's Celebrated English Pickles. MARTER'S CELEBRATED NEW JERSEY SUGAB CURED HAMS, just received.

JAMES HOMER & SON,

je20 Severth and Noble and Sixth and Wood sts.

SARDINES.—A very superior brand for sale by CHARLES S. OARSTAIRS, ap2 126 WALNUT and 21 GRANITE Street. OLIVE OIL.—An invoice of pure, Olive Oil, to arrive per ship Vandalia; also, an invoice per Ocean Skinner, for sale by OHAS: S. OARSTATES, je 20 No. 126 WALNUT and 21 GRANITE St. ATOUR OLIVE OIL.—463 baskets

OAUTION.—Having seen a spurious article of OB branded "J. Latour," we caution the public against purchasing the same, as the genuine J. Latour Oil one proored only from us.

JARRUITOHE & LAVERGNE,
mvl8-if 20 and 204 South FRONT Street PROPOSALS.

DEPUTY QUARTERMASTERGENERAL'S OFFICE,
PHILADST.PHIA, June, 23, 1862;
PROPOSSLS will be received at this office until
SATURDAY, 28th instant, 12 o'clock M., for the
immediate delivery of Fifty, 60) Four-horse Ambulauce
Springs (7 plate), best American spring-steel. Bidders
will state how soon they can deliver them. to be subject
to inspection, and delivered in the city of Philaselphia.

A. BOYD, je24-4t

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of JOSEPH G. COX, Deceased.

Notice is hereby given that SUSAN F. COX, the widow of said decedent, has filed in said Jourt an inventory and appraisement, and her petition claiming to retain the personal property and cash of the decedent therein mentioned to the amount of \$300, under the fifth section of the act of Assembly of April 14, 1851, and the supplements thereto; and the Court will approve the same on FRIDAY, July 4, A. D. 1862, unless exceptions be filed thereto.

NATHAN H. SHARPLESS, Jells wf 4:

jels wf4t

Attoriev for Widov.

MARSHAL'S SALE.—By virtue, of
A writ of Sale, by the Hon. JOHN CADWALADER, Judge of the District Court of the United States,
in and for the Eastern District of Pennsylvania, in admiralty, to me directed, will be sold, at public sale, to the
highest and best bidder, for cash, at CALLOWHILLSTREET WHARF, on MONDAY, July 7th, 1682, at 12
o'clock M., the schooner REBECCA, her tackle, apparel,
and furniture, and the cargo laden on board, consisting
of salt in sacks.

WILLIAM MILLWARD,

U. S. Marshal Eastern District of Penna.
PHILADELPHIA, June 21, 1862.

MARSHAL'S SALE—By virtue of
a Writ of Sale, by the Hon. JOHN CADWALADER, Judge of the District Court of the United States,
in and for the Eastern District of Pennsylvania, in admiralty, to me directed, will be sold, at public sale, to the
highest and best bidder, for cash, at CALLOWHILLBTBEET WHABF, on MONDAY, July 7th, 1862, at 12
o'clock M., the schooner COBA, her tackle, apparel, and
furniture, and cargo laden on board, consisting of salt in
sacks.

WILLIAM MILLWARD,

U. S. Marshal Fastern District of Ponna.
PHILADELPHIA, July 21, 1862.

WILLIAM MILLWARD,

VILLIAM MILLWARD,

VILLIAM MILLWARD,

PHILADELPHIA, July 21, 1862.

By virtue of a

MARSHAL'S SALE.—By virtue of a Writof Sale, by the Hon-John Gadwalader, Judge of the District Court of the United States, in and for the Eastern District of Fennsylvania, in admiralty, to me directed, will be sold at public sale, to the hichest and best bidder, for Cash, at Gallowhither, STREET WHARF, on MONDAY, July 7th, 1862, at 12 o'clock M. 28 bales of cotton, part of the cargo of the schooner LION. WILLIAM MILLWARD, U. S. Marchal E. D. of Pennsylvania, FRILABELPHIA, July 21, 1862. MARSHAL'S SALE.—By virtue of a

MARSHAL'S SALE.—By virtue of a Writine of the District Court of the United States, in and for the Eastern District of Pennsylvania, in admiralty to me directed, will be sold at public sale, to the highest and best bidder, for cash, at MICHENER'S STORE, No. 142 North FRONT Street, on TUESDAY, July St. 1862, at 12 o'clock M., part of the cargo of the schooner AOTIVE, consisting of one case of calico prints and nine boxes cheese, marked [T. J.] xx-3, and two barrels of hams marked J. T. T. Can be examined on the morning of sale.

U. S. Marshal E. D. of Pennsylvania. PHILADELFHIA, July 21, 1862.

MOAL.—THE UNDERSIGNED COAL.—THE UNDERSITE NEW
bog leave to inform their friends and the public that
shop have removed their LEHIGH COALDEPOT from
NOBLE-STEET WHARF, on the Delaware, to their
Yard, northwegt corner of EIGHTH and WILLOW
Streets, where they intend to keep the best qualify of
LEHIGH COAL, from the most approved mines, at the
lowest prices. Your patronage is respectfully solicited
JOS. WALTON & CO.,
Office, ILI South SECOND Street.
Tard, EIGHTH and WILLOW.

mhl-#

BIOTINA ROOFING, BIOTINA ROOFING,

MANUFACTURED'BY THE

UNITED STATES BIOTINA BOOFING COMPANY,
No. 9 GOBT BLOCK,

Corner GREEN and PITTS Streets, Boston, Mass.

This Fortable Roofing is the only article ever offered to the public which is ready propared to go on the roof without any finishing operation. It is light, handsome, and early applied, and can be safely and cheaply transported to any part of the world. It will not taint or discolor water running over, or lying on it, and is, in all respects, a very desirable article. Its non-conducting properties adapt it especially to covering manufactories of various kinds; and it is confidently offered to the public after a test of four years in all varieties of climate and temperature, for covering all kinds of roofs, flat or pitched, together with care, steamboats, &c.

It is both cheap and durable. Agents wanted, to whom liberal inducements are offered. Send for sample, circular, &c., with particulars, to "U. B. BOOFING CO... No. 9 GOBE BLOOK, Boston."

ANYORMAN & ELV. No. 130 PEGG WORMAN & ELY, No. 130 PEGG WORMAN & KILY, No. 130 PEGG
Street, manufacturers of patent OAST-STEEL
TABLE CUILERY; also, a lately-patented COMBINATION KNIFH, FORK, and SPOON, especially
adapted for Camp use, for Fishermen, Nea-faring Men,
Mechanics, Miners, Lumbermen, and all Workmen carrying their dinners, Wa. E. S. Coulery is warranted to
be of the best quality of ENGLISH CAST-STEEL, and
is intended to supersede, by its excellence and cheapness,
the inferior qualities of Oulery now in the market, and
to which they respectfully invite the attention of the
Hardware dealers generally. TENT-MAKERS' CHERRY TENT-BUTTONS and SLIPS, United States pattern, for sale at J. P. BEED'S, Southeast corner of THIR-TEENTH and NOBLE Streets, Philadelphia.

my28-lm*

INSTRANCE COMPANIES DELAWARE MUTUAL SAFETY INSURANCE COMPANY.
INCORPORATED BY THE LEGISLATURE OF
FENNSYLVANIA, 1836.
FIGURE B. E. CORNER THIRD AND WALNUT
STREETS. PHILADELPHIA.
MARINE INSURANCE ON VESSELS,

To all parts of the World. OARGO,
FERIGHT,
FREIGHT,
FORMAND INSURANCES
Goods, by Rivers, Canala, Lakes, and Land Carr
to all parts of the Union.
FIRE INSURANCES

On Merchardise generally.
On Stores, Dwelling houses, &c.
ASSETS OF THE COMPANY, NOV. 1, 1881. PAR. 0087. \$190,000 United States Five per cent. Loan. \$190,250 00 \$0,000 United States Six per cent. Treasury Notes.

25,000 Enited States Sevon and Three-tenths per cent. Treesury Notes

100,000 State of Pennsylvania Five per 89,581 25 122,050 Philadelphia City Six per cent. 119,448 17 24.075 00 14.587 59

Behaves and Mortgages.

Belances due at Agencies—Premiums on Marine, Policies, Interest, and other Hebts due the Company.

Sch and Stock of snudry Insurance and other Companies, \$11,543—estimated va. Oash on hand—In Banks 251,098 06 In Drawer 517 88 61,615 86

\$869,876 17 DIRECTORS.
| Samuel E. Stokes, | J. F. Peniston, | Henry Slosan, | Edward Darlington, | H. Jones Brooke, | Spencer M'Ilvaine, | Thomas C. Hand, | Echert Buston, | Echert Sustant, | Echert Sust William Martin,
Edmund A. Souder,
Theophilus Paulding,
John B. Penrose,
John C. Davis,
James Traquair,
William Eyre, Jr.,
James C. Hand,
William C. Ludwig, Robert Burton, Jacob P. Jones, James B. McFarland, Joseph H. Seal, James B. McFarland, Dr. R. M. Huston, Joehua P. Byre, George G. Leiper, John B. Semple, Pittsburg, U. T. Morgan, Pittsburg, Charles Relly, WILLIAM M. B. Berger, Pittsburg, THOMAS C. HAND, Vice President. HENRY LYLBURN, Secretary.

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

O'ONITY O'ONIT 5.000 50 27,900 00

Remsylvania Railroad Co.'s 6 per cent, 8scond mortgage loan, (\$30,000)

Huntingdon and Broad Ton Railroad and
Canal Co.'s mortgage loan
Ground rent, first-cless...

distoral loans, well secured...

City of Philadelphia 6 per cent loan
Commercial Bank stock...

Rechanics' Bank stock...

Rechanics' Bank stock...

The Reliance Mutual Insurance Co.'s stock...

The Ocupty Fire Insurance Co.'s stock...

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

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

The Only Mutual Insurance Co.'s stock...

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

The Deleware M. S. Insurance Co.'s stock... 7,104 68 11,544 64 8817,149 04

The Mutual principle, combined with the security of a Stock Capital, outitles the insured to participate in the received of the Company, without liability for LOSSES.

Leases promptly adjusted and paid.

DIRECTORS. Olem Tingloy,
William B. Thompson,
Frederick Brown,
William Stevenson,
John R. Worrell,
E. L. Carson,
G. D. Rosengarten,
Charles S. Wood,
James S. Woodward,
John Bissell, Pittsburg,
OLER TINGLEY, President.

B. M. HIRGEMAN, SCOTTEFT. B. M. Hischnam, Socretary. February 16, 1861.

DIRE INSURANCE. MECHANICS' INSURANCE COMPANY OF PHILADELPHIA, No. 138 NOBTH SIXTH Street, below Race, insure Buildings, Goods, and Micrchandise generally, from Loss or Damage by Fire. The Company guaranty to adjust all Losses promptly, and thereby hope to merit the patronage of the public.

DIRECTORS.

Francis Cooper, William Morgan,
Michael McGovern, James Martin,
Edward McGovern, James Duross,
Thomas B. McCormick,
Matthew McAlcer,
John Cassady,
Thomas J. Hemphill,
Bernard H. Hulseman,
Michael Cahill,
James McCans,
FRANCIS COOPER, President.
BERNARD BAFFERTY, Secretary.

DIRECTORS. THRE INSURANCE EXCLUSIVE-

THE INSULANCE DACLIUSIVE The PERNSYLVANIA FIRE INSUBANCE COMPANY. Incorporated 1825. CHARTER PERPETUAL. No. 510 WALNUT Street, opposite Independence 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 pernamently or for a limited time. Also, on Furniture, Stocks of Goods, or Merchandise generally, on liberal terms. te; ms.

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

DIRECTORS. Jonathan Patterson, Thomas Robins,
Quintin Campbell,
Alexander Benson, John Devereiux,
William Montelius,
Isaac Hazlehnrat,
JONATHAN PATTERSON, President. WILLIAM G. CROWELL, Secretary.

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

F. Retchford Starr, William McKee, Halbro Frazier, John M. Atwood, Benj. T. Tredick, Mordecai L. Dawson, Geo. H. Stuart, John H. Brown, B. A. Fahnestock, Andrew D. Oash, J. L. Erringer. Henry Wharton,

F. RATCHFORD STARR, President
CHARLES W. COXE, Secretary.

INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA—SFFICE Nos. 4 and 5 EXCHANGE BUILDINGS, North side of WALNUT Street, between DOOK and THIRD Streets, Philadelphia INCORPORATED in 1794—CHARTER PERPETUAL. CAPITAL \$200,000.

PROPERTIES OF THE COMPANY, FEBRUARY
1, 1861, \$507.094.61. MARINE, FIRE. AND INLAND TRANSPORTA-TION INSUBANCE.

DIRECTORS. Henry D. Sharrerd,
Charles Macalester,
William S. Smith,
John B. Austin,
William B. White,
George H. Stuart,
George G. Carson, George H. Stuart, George O. Carson,
Edward C. Knight.
HENRY D. SHEBRERD, Presider
WILLIAN HARPER, Secretary. jy29

A COMPANY. Incorporated 1810. CHARTER PERPETUAL. No. 310 WALNUT Street, above Third, Philadelphia.

Having a large paid-up Gapital Stock and Surplus, invested in sound and available Securities, continues to insure on Dwellings, Stores, Furniture, Merchandise, Vessels in port and their Cargoes, and other Personal Property. All losses liberally and promptly adjusted.

Thomas B. Maris, James B. Campbell, Thomas R. Maris,
John Welsh,
Samuel C. Morton,
Patrick Brady,
John T. Lewis,
THOMAS R. MARIS, President.
ALEERT C. L. CRAWSORD, Secretary.

NTHRACITE INSURANCE COMPANY.—Authorized Capital \$400,000— OHARTER PERPETUAL.
Office No. 311 WALNUT Street, between Third and Fourth Streets, Philadelphia.
This Company will insure against loss or damage by Fire, on Buildings, Furniture, and Merchandise gene-rally. Also, Marine Insurances on Vessels, Cargoes, and

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

William Esher, D. Luther, Peter Sieger, Lewis Audentied, John R. Blakiston, Joseph Maxfield, John Ketcham.

WILLIAM ESHER, President.

W. M. Shith, Secretary. W. M. SMITH, Secretary. DXCHANGE INSURANCE COM-

TXUHANUE: INSUKANUE: CUM
PANY—Office No. 409 WALNUT Street.
Fire Insurance on Houses and Murchandise generall
on favorable terms, either Limited or Perpetual.

DIRECTORS.

Jeremiah Bonsall,
John Q. Ginucdo,
Beuben C. Hale,
John J. Griffiths.
JEREMIAH BONSALL President,
JOHN Q. GINNODO, Vice President. JOHN Q. GINNODO, Vice Presiden RICHARD COM, Secretary.

"EXCELSIOR" HAMS ARE THE BEST IN THE WORLD.

J. H. MICHENER & Co., GENERAL PROVISION DEALERS And curers of the celebrated "EXCELSIOR" SUGAR-CURED HAMS,

Nos. 142 and 144 North FRONT Street, Between Arch and Racs streets, Philadelphia. The justly-celebrated "EXCELSIOR" HAMS are cured by J. H. M. & Co., (in a style peculiar to them selves,) expressly for FAMILY USE; are of delicious flavor; free from the unpleasant taste of salt, and are pronounced by epicures superior to any now offere ep1-8m COTTON SAIL DUCK AND CANVAS, of all numbers and brands.

Baven's Duck Awning Twills, of all descriptions, for
Tents, Awnings, Trunks, and Wagon Covers.
Also, Paper Manufactures' Drier Felts, from 1 to 3
feet wide. Tarpauling, Belting, Sail Twine, &c.
JOHN W. BYERMAN & CO.,
my4-t

PAMPHLET PRINTING, Best and Chespest in the City, at BINGWALT & BROWN'S, Rooms jelf-tr South FOURTH est. ap10

RAILROAD LINES. 1862. ARBANGEMENTS OF NEW YORK LINES, THE CAMDEN AND AMBOY AND PHILA-DELPHIA AND TRENTON BAILEDOAD OO.'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. PROM WALRUT-STREET WHARF AND RESSINGTED DEPOT.
WILL LEAVE AS FOLLOWS—VIZ:

PARR. At 6 A. M., via Camden and Amboy, C. and A. Ac-At 8 A. M., via Kensington and Jersey Olty, M. J.)
Morning Mail Morning Mail ... 8 e0
At 11 A. M., via Kensington and Jersey City,
Western Express ... 8 oe
At 12% P. M., via Camden and Amboy, Accommo-At 4 P. M., via Camdon and Jersey City, 2d Glass

The 11% P. M. Southern Mail runs daily; all others Sundays excepted.
For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, Binghampton, Syracuse, &c., at 6 A. M. from Walnut street Wharf, via Delaware, Lackawanne, and Western Bailroad.
For Mauch Chunk, Allentown, Bethlehem, Belvidere, Raston, Lambertville, Flemington, &c., at 6 A. M. and 4 P. M., from Walnut-street Wharf; (the 6 A. M. Line connects with train leaving Easton for Manch Chunk at 3.20 P. M.)
For Mount Holly, at 6 A. M., 2 and 4 P. M.
For Freehold, at 6 A. M., and 2 P. M.
For Bristol, Trenton, &c., at 8 and 11 A. M., 5 and 6.30 P. M. from Kensington, and 2½ P. M. from Walautstreet wharf.

P. M. from Kensington, and 2½ P. M. from Welautstreet wharf.
For Bristol, and intermediate stations, at 11½ A. H. from Kensington Depot.
For Paumyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 10 A. M. and 12½, 4, 5, 5½ and 6.30 P. M.
Steamboat TRENTON for Bordentown and intermediate stations at 2½ P. M. from Walnut-street wharf.

S* For New York, and Way Lines leaving Kensington Depot, take the ears on Fifth street, above Walnut, half an hour before departure. The cars run into the Depot, and on the arrival of each train run from the Depot, and 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 reactal contract.

ontract.

WM. H. GATZMER, Agent. LINES FROM NEW YORK FOR PHILADELPHIA MILL LEAVE, FROM FOOT OF OORTLAND STRREY,
At 10 A. M., 12 M., and 6 P. M. via Jeres Ciry and
Jamden. At 7 A. M., and 4 and 11 P. M. via Jeres City and Kensington.

From foot of Barclay street at 6 A. M. and 2 P. M., via Ambey and Camden.

From Pier No. 1 North river, at 1 and 5 P. M. (freight and passenger) Amboy and Camden. THE PENNSYLVANIA CENTRAL

THE GREAT DOUBLE TRACK BOUTS. 1862. THE CAPACITY OF THE BOAD IS NOW EQUAL TO ANY IN THE COUNTRY. THE GREAT SHORT LINE TO THE WEST. THE GREAT SHORT LINE TO THE WRST. Bacilities for the transportation of passengers to and from Pittsburg, Cincinnati, Chicago, St. Louis, St. Paul, Nashville, Memphis, New Orleans, and all other towns in the West, Northwest, and Southwest, are unsurpassed for speed and comfort by any other routs. Sleeping and smoking cars on all the trains.

THE EXPRESS BUNS DAILY; Mall and Fast Line Sundays excented.

m its speedy transit. For freight contracts or shipping directions apply to or ddress the Agents of the Company.

8. B. KINGSTON, Ja., Philadelphia.

D. A. STEWART, Pitteburg.

CLARKE & Co., Chicago. LEECH & Co., No. 1 Aster House, or No. 1 South Hiliam Street, New York.

LEECH & CO., No. 17 Washington street, Boston.

LEECH & CO., No. 17 Washington street, Boston.

MAGEAW & KOONS, No. 30 North street, Baltimors

H. H. HOUSTON, Gen'l Freight Agent, Phila.

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

ENOOH LEWIS, Gen'l Sup't, Altoona. jyl-ti PHILADELPHIA, GERMANTOWN, AND NOB.

BISTOWN BAILBOAD. TIME TABLE. On and after Monday, May 26th, 1862, until further On and after Monday, May 26th, 1862, until further notice.

FOR GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12, A. M., 1, 2, 3.10, 4, 5, 5%, 6, 7, 8, 9%, 10%, 11%, P. M.

Leave Germantown. 6, 7, 7.35, 8, 8%, 9%, 10½, 11%, A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10.10, 11, P. M.

ON SUNDAYS.

Leave Philadelphia, 9.10 A. M., 2, 3, 5, 7%, 10%, P. M.

CHESTNUT HILL BALLROAD.

Leave Philadelphia, 6, 8, 10, 14, A. M., 2, 4, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 5, 6, 8, 10%, 24, 6, 640, 740, 9.50, P. M.

Leave Chestnut Hill, 7.10, 7.35, 2, 5, 7%, P. M.

Leave Chestnut Hill, 7.50 A. M., 12.40, 6, 10, 9, 10, P. M.

FOR CONSUMPORENA AND NORPELSTOWN

Leave Chestant Hill, 7.50 A. M., 12.40, 6.10, 9.10, P. M.

ROR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia, 6, 9.05, 11.05, A. M., 1½, 3, 4½, 6.10, 8.05, 11½, P. M.

Leave Norristown, 6, 7, 7.50, 9, 11, A. M., 1½, 4½, 6½, P. M.

Leave Norristown, 7 A. M., 1, 6, P. M.

Leave Philadelphia, 9, 9, 11.05, A. M., 1½, 3, 4½, 6.10, 8.05, 11½, P. M.

Leave Philadelphia, 6, 9, 11.05, A. M., 1½, 3, 4½, 6.10, 8.05, 11½, P. M.

Leave Philadelphia, 6, 7½, 8.20, 9½, 11½, A. M., 2, 5, 7, P. M.

ON SUNDAYS

Leave Philadelphia, 9 A. M., 2½, 4½, 8, P. M.

Leave Philadelphia, 9 A. M., 1½, 6½, 9, P. M.

H. K. SMITH, General Superintendent, my26-tf Depot NINTH and GREEN Streets.

my28-H Depot NINTH and GREEN Streets.

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THERE THROUGH TRAINS.

On and after MONDAY, MAY 5, 1862, Passenger Trains will leave FEONT and WILLIOW Streets,
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At 6.40 A. M., (Express.) for Bethlehem, Allentown,
Mauch Chunk, Hazleton, Wilkesbarre, &c.

At 2.45 P. M., (Express.) for Bethlehem, Esston, &c.

This train reaches Esston at 6 P. M., and makes a
slose connection with the New Jersoy Central for New
Hork.

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TRAINS FOR PHILADELPHIA.

25.40 A. M., 9.18 A. F. FLeave Bethlehem at 5.40 A. M., 9.18 A. M., and 5.82 P. M.
Leave Doylestown at 7.25 A. M. and 8.20 P. M.
Leave Fort Washington at 6.20 A. M.
DN SUNDAYS—Philadelphia for Bethlehem at 7.45

For WILLIAMSPORT, SCRANTON, ELMIRA, and all points in the W. and N. W. Passenger Trains leave Depot of Phila and Reading B. B., oor. Forod and Callowhill streets, at 8 A. M., and 3.15 P. M. daily, except fownit streets, at o A. M., and o. Is r. M. usiny, except Sundays.

QUICKEST BOUTE from Philadelphia to points in Northern and Western Pennsylvania, Western New York, &c., &c. Baggage checked through to Buffalo, Risgara Falls, or intermediate points.

Through Express Freight Train for all points above, leaves daily at 6 P. M.

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Pipe from 2 to 12-inch bores. 2-inch bore, 250 per yard; 3-inch bore, 300 per yard; 4-inch bore, 400 per yard; 5-inch bore, 500 per yard; 5-inch bore, 500 per yard. Every wariety of connections, bends, traps, and hoppers. We are now prepared to furnish pipe in any quantity, and on liberal terms to dealers and those purchasing in large quantities.

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June 20, on four nouths? credit— 850 packages French. German, Swiss, and British dri SALE OF BOOTS AND SHOES CLOSING SALE OF THE SEASON. ON TUESDAY MORNING, July 1, on four muth' credit.

1,000 packages boots and shoes.

TURNESS, BRINLEY. & CO.. No. 429 MARKET STREET. SALE OF FRENCH DRY GOODS. July 1, at 10 o'clock, by catalogue, on four mo 400 lots of fancy and staple French dry goods, com prisir g a general assortment. PANCOAST & WARNOCK, AUC-TIONEERS, Nos 218 MARKET Street. LARGE SALE OF AMERICAN AND IMPORTED DET GOODS, MILLINEBY GOODS, EMBROIDE-RIES, STOCK GOODS, &c., by Catalogue. ON WEDNESDAY MORNING,

July 2, commencing at 10 o'clock precisely. PHILIP FORD & CO., AUCTION-EERS, 525 MARKET and 522 COMMERCE Sts. SALE OF 1,000 CASES BOOTS, SHOES, BRO-SALE OF 1,000 GASES BOOTS, SHOES, BRO-GANS, &c.
ON MONDAY MORNING.
June 30, at 16 o'clock, precisely, will be seld, by catalogue, 1,000 cases mens', boys', and youths' calf, kip, and grain boots; patent leather opera do.; calf, kip, and grain boots; patent leather opera do.; calf, kip, and content brogans, Congress gates, 5 Atford and Scotch ties, walking shoes, &c.; women's, misses', end children's calf, kip, goat, kid, enamelled, and morocco heeled boots and shoes, gaiters, slippers, buskins. &c.
Also, a large assortment of first-class city made goods.

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FOR SALE OR TO LET—Four Houses, on the west side of BROAD Street, below Golumbia avenue. Apply at the southwest corner of RINTH and SANSOM Streets. TO LET.—Dwelling House, South-

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Apply to

No. 309 WALNUT street. COMPANY'S BONDS—The Junction Bailroad Company invites proposals, in writing, for the purchase of the whole or any part of \$500,000 first Mortgage Six per Cast Coupon Bonds

of the whole or any part of \$500,000 first Mortgage Six per Cent. Coupon Bonds.

The Mortgage is made to Alexander Henry, Esq., Trustee, and will be due July 1, 1882. It is secured non-the entire Railroad and Property of the Company lying on the west side of Schuylkill, between Belmont and Gray's Ferry. Its terms provide for a sinking fund of \$15,000 per year, to be invested in these Bonds, or in the First Mortgage Bonds of the Pennsylvania Balicoad Company, the Philadelphia and Brading Railroad Company, the Philadelphia, Wilmington and Buldimore Baliroad Company, in the Loans of the United States, or of the State of Fennsylvania, at the discretion of the Board of Directors. of Directors. The Bonds are for One Thousand Dollars each. Their The Bonds are for One Thousand Dollars each. Their payment is guarantied by endorsement of the Pennsylvania Bailroad Company, the Philadelphia, Wilmington, and Baltimore Railroad Company, the Philadelphia and Baltimore Railroad Company on the back of each bond, in the following words—viz:

"Know all men by these presents, that the Pennsylvania Railroad Company, the Philadelphia, Wilmington, and Baltimore Railroad Company, and the Philadelphia and Beading Railroad Company, and each of them, for a valuable consideration to them paid by the Junction Bailroad Company, do bereby (in pursuance of the power and authority conferred by two sets of Assembly of the Commonwealth of Pennsylvania, suproved respectively on the twenty-third day of March, A. D. 1861, and the eleventh day of April, A. D. 1862, and of overy other lawful power and authority in them vested,) jointly and severally guarantee to the lawful holder of the within Bond the punctual payment of the winding and interest thereof, where and as the same

vested.) jointly and severally guarantee to the lawful holder of the within Bond the punctual payment of the principal and interest thereof, when and as the same shall become due and payable according to the terms of said Bond, or of the terms and c venants of the indenture of Mortgage therein mentioned and given to secure the same.

"In witness whereof, said Companies have hereunto affixed their common or corporate seals respectively, duly attested, and have caused the signatures of their Presidents, respectively, to be hereunto written, this second day of June, anno Domini eighteen hundred and sixty-two (1862)."

Payment for the Bonds will be required as follows:
The first instalment of 10 per cent, will be payable on the first day of August, and 10 per cent, additional on the first day of August, and 10 per cent, additional on the first day of August, and 10 per cent, additional on the first day of August, and 10 per cent, additional on the first day of August, and 10 per cent, additional on the first day of August, and 10 per cent, additional on the paid.

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Orphsus' Court Sale Estate of John M. Coleman, deceased —BUSINESS STAND —Three-story Brick Building, Currer street, formerly Carter aller) between Second and Thirl and Chestout and Walnut streets.

NEAT MODERN RESIDENCE, Spring Gurden st., west of Flewenth. Lut 30 fest front. rest of Eleventh. Let 30 feet front.
THREE-STORY BRICK DWELLING, No. 2103 Front pirect and No. 322 Water street, between Sprace and Pine.

2 VALUABLE LOTS, Johnson street, near Main,
Germantown, formerly part of the estate of the late Benjamin Chew, Esq.

Orphens' Court Sala—Estate of Samu-I Mider, dec'd
—STONE DWELLING, and LOT of over 3 area,
Bige road, Roxberogeh, Twentr-first ward. It is opposite the 6th mile-stone, about 1% miles from the Falls of
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on the Korristowe Bellroad.
Also, by order of the Congression—
Valuable Church Edition—
Valuable Church Edition of Eleventh and Wood
streets. Streets.

Orphans' Court Sale—Ethite of Susan Taylor, dec'd.—
LOT OF GROUND. Eighteenth ward, late Keneinston.

MODERN THREE STORY BRICK DWELLING, No. 1516 Filbert street, with three three-tory brich Dwellings in the rear. One of them fronts on Jones street, and is occupied as a groovy store and dwelling.
TWO THREE-STORY BRICK DWELLINGS, Nos. 1387 and 1309 North Wifth street, with four three-story brick brick and two two story frame Dwellings, forming a court, in the rear. brick brick and two two story frame Dwellings, forming a court. in the rear.

Peremptory Sale.—Wirst class Rudiness Stand.—The VALUABLE FIVE STORY BROWN STONE TOBE, No. 29 Now! Third street, between Market and Arch.

TWO THREE STORY GRICK DWELLINGS, Bodman street, north of South street.

BEAUTIFFL COUNTRY SEAT 3 acres, with modern improvements, Holmesburg, in the vicinity of elegant country residences.

Executors' Sale.—Estate of Mary Cornell, deceased.—VALUABLE BURINESS STAND.—THREE-STORY BRICK STOBE AND DWELLING, Sixth street, near Market, screet of Filbert street. Lot 20 feet front.

Seme Retate.—MODERN THREE-STORY BRICK DWELLING. Eleventh street, No. 1 City Bow, between Race and Vine treets. Clear of all neumbrance.

THREE STORY BRICK DWELLING, south side of Buttonwood street, third house below Eighth street.

Sale for eccount of United States.

WOOL, COTTON, AND LEATHER CUTTINGS, BALING. &c.
ON SATURDAY MORNING.
28th June, at 10 o'clock, at the Auction Rooms, 9,001
lbs dark blue wool, 1.115 lbs sky blue, 445 lbs cutton and woollen, 1,689 lbs gray cotton and wool. 574 lbs list, 84
lbs green cloth, 203 lbs buckram, 1,902 bounds cotton, 4,284 lbs baling, 256 bounds paper, 5,788 lbs sole leather cuttings, 10,000 lbs scrap upper leather cuttings. MOSES NATHANS, AUCTIONEER AND COMMISSION MERCHANT, SEUTHORS

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Fine gold and silver lover, legine. Boglish, Swiss, and
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The Steamship SAXON, Matthews, will sail from Philadelphia for Roston, on SATURDAY EVENING, the
Sthof Jul., at To'clock; and from Boston for Philadelphia, on TUESDAY AFTERNOON, July 1 at 4
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Insurance one half that by sail yessels. Freight taken Insurance one-half that by sail vessels. Freight taken Shippers will please send their bills of Lading with

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These vessels carry a clear white light at mast-head;
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SCOTIA, Judkins, "N. Y.*I., Wednesday, July 18.

EUROPA, Moodie "Boston, Wednesday, July 22.

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