Ocean Steamships To the Editor of The Press: SIR: It must be a subject of rejoicing to every spirited citizen of Philadelphia, that the project of Ocean Steamships for this port is again before our people. We are now standing upon the threshold of a new commercial era for our city. It remains to be seen whether we rightly estimate our position and are prepared to act as its exigencies demand. Until we had pierced the Alleghanies, we were suffering from the want of perfect communication with the West Even when that was done, we lacked a line of transportation, which should reach and traverse the great lakes. Soon the completion of the track to Erie, by the Pennsylvania Railroad Company, will supply that deficiency. In a few months our connections with the West and Northwest will be perfected, so as to compare very favorably with the best of our rivals. Meanwhile, the Pennsylvania Railroad has crossed the Schuylkill, and now finds its true terminus upon the Delaware river. There it has put up its great grain elevator, and is clearing the ground for future operations. What We must now turn our attention to our river as an agency immediately connected with those just named, or we must consent forever hereafter to be a mere way station to New York. These are the two alternatives now offered us Of the latter, we think the mass of our citizens have for a long time been very heartily sick. It is indeed an error to transact our foreign commerce through New York, when our interests positively demand that it should be transacted here. We impoverish ourselves for the benefit of New York, and receive ne thanks for

"Drip" on the coverlet rain-drops fell dearthly;
How the wind mouns to night, witch like and dism
See! through the darkness, drear and abysmal,
How fare the camp-fires, red and unearthly.
Urouching the faggots by,
Watching the embers die,
Weary of brain and eye,
None see the fevered boy chatter and shiver;
None see the sails that lay
Down in the wind and spray,
Bearing to far away
Hearts, O, as lashed and lone as the chafed river. the sacrifice. We may complain of the Pennsylvania Railroad Company as we please, but it rests with us whether this city shall be her terminus or not. If we have failed to discover that the Delawere is not a little creek but a mighty stream, of which all the commerce of the world might float, we need not wonder that the trade we ought to grasp should pass under the control of sharperuchted communities. We cannot afford any neutrality on this subject. We cannot afford any neutrality on this subject. To profess neutrality is at once to surrender our future. Nor can we remain just where we are. We must make an effort to advance, or we shall retrograde. If we need an additional impulse to build up again our foreign trade, let us find it in the fact that soon another Jersey route will compete with the Camden and Amboy Railroad for the carriage of freight to New York. This new line of transportation is made up of the Camden and Atlantic, the Delaware and Raritan Railroads, and the Baritan bay. Its compatition with the Camden and O the dear hearths and homes wan in the dun day;
O the white meeting house down in the den or deli,
Where in the long ago, private and general
Sang the same hymns of peace on the same Sunday.
Shall the old waitz no more
Ring down the Christmas floor?
Nor the brown cider pour
Over the tankard, bubbling and gleaming;
Never shall these remain,
Till over land and main
Floats our old flag again,
Star unto star aflame, fold to fold streaming.
GROGE ALFRED TOWNSEND. Raritan bay. Its competition with the Camden and Amboy road will, of course, lessen freights hence to New York, and to just that extent will still further confirm the tendency of things to make our city a mere way station. This tendency can be resisted only by effort. We shall not overcome it by composing convergers to shall not overcome it by comonly by effort. We shall not overcome it by composing ourselves to sleep.

It is of no use to say that we have been deceived
heretofore in our endeavors to promote the public
good, and foar we may be again. We have been
deceived a hundred times in what we call our legitimate business, but that did not prevent us from
trying again. We made fresh attempts because
necessity drove us; and if we will but rightly consider it as no legs impossible with a problem. PHILADELPHIA BOARD OF TRADE,
SAM. W. DE COURSEY,
JAMES G. HAND,
J. B. LIPPINGOTT,

OMMITTEE OF THE MONTE. necessity drove us; and if we will but rightly consider it, a no less imperative necessity drives us now. None of us can thrive in a community where commerce declines. It is not a wise economy which holds back the dollar that should be spent in averting that decline. We cannot have commerce without ships; and if experience has taught us anything, it is that we must own the ships with which we trade, or, at least, a fair proportion of them, and that those ships shall compare favorably with the heat that float. PORT OF PHILADELPHIA, July 22, 1862. ably with the best that float. Let us, then, subscribe to the stock of the Ran-dall ship. Let each man, as he subscribes, become an active advocate with his friends, and induce an active advocate with his friends, and induce them to subscribe likewise. The project is daily gaining strength, and few or none deny its value. It seems now to lack only a vigorous canvassing to secure the money needed. The few that have been engaged in presenting its claims to our citizens have been very fairly responded to. The subscriptions actually made amount to \$350,000, but in connection with those promised by first-class parties, may be set down at \$400,000. So let us go shead with a will, and carnestly labor to rescue our commerce from the slouch of duless and de-Twells & Co.
Brig Uresus, Parsons, 7 days from Boston, in ballast to J E Bazley & Co.
Brig Daniel Boone, Segur, 4 days from Boston, in ballast to J E Bazley & Co.
Schr Venloo, McFarlane, 10 days from Bangor, with laths to E A Souder & Co.
Schr Sarah Matila, Armstrong, 8 days from Easport, with laths and fish to E A Souder & Co.
Schr Wilson Crawford, Munson, 17 days from Eastport, with laths and plaster to E A Souder & Co.
Schr Ajmeer, Hall, 20 days from Cienfuegos, with molasses to Stewart, Carson & Co—vessel to E A Souder & Co.

Armored Vessels. Capt. Ericsson has sent the following document, with the accompanying letter, to the Naval Department: New York, June 28, 1862. New York, June 28, 1862.

Sir: I have the honor to transmit herewith copies of plans and specifications of an impregnable battery and revolving cupola, constructed by me, and presented to his Majesty, Emperor Napoleon III., in the year 1854.

Severa members of the English Government and grominent members of Parliament have recently stated in Parliament that the revolving cupola is the invention of Capt. Cowper Coles, R. M.

These gentleme, bess on this supposed fact a claim. ea been on this supposed fact a claim These gentienes uses on this supposed fact a dami-that the principle upon which the United States gunboat Moulton is constructed emanates from an English offiver.

Public documents show that in the year 1855 Captain Coles proposed to the Admiralty a "raft," with a stationary shield for protecting the guns, and that shortly after Captain Coles obtained the assistance of persons in the office of the celebrated engineer R Brunel, to make place of said raft.

Published statements further show that Captain Coles, in 1859, proposed a revolving cupola Blackwood's Magazine for December, 1860, contains an engraving of this revolving cupola, with the mechanism for turning it by hand. I need not paint out the groundlessness of the claim set up by the British Government that Captain Coles is the inventor of the revolving cupola which forms on important a feature of the structure of the United States gunboat Monitor.

I respectfully suggest that you order the inclosed documents to be kept on record in your Department as a reference in future.

shead with a will, and entrestly above to resolve our commerce from the slough of dulness and despondency in which it has quite too long been sunk.

MERCATOR.

Philadelphia, June 26, 1862.

reference in future.

I am, sir, respectfully, your obedient serve Hon. GIDEON WELLES, Secretary of the Navy.

The following is an extract of a communication forwarded from the city of New York to Emperor Napoleon III. at Paris, by J. Ericsson, on the 26th of Soptember, 1854. The receipt of the said communication was at once acknowledged by his Majesty:

"NEW SYSTEM OF NAVAL ATTACK.—The vessel to be composed entirely of iron. The midship section is triangular, with a broad hollow keel. loaded to balance the heavy upperworks. The ends of the vessel are moderately sharp. The deck, made of plate-iron, is curved both longitudinally and transversely, with a spring of five feet. It is made to project eight feet over the rudder and propeller. The entire deck is covered with a lining of sheet-iron, three inches thick, with an opening in the centre 16 feet in diameter. This opening is covered with a spring on a column and pivot by means of steem-tower and appropriate gear work. The vessel is propelled by a powerful steam engine and screw propeller. Air for the combustion in the boilers and for ventilation within the vessel is supplied by a large self-acting centrifugal blower, the fresh air being drawn in through numerous small holes in the turret.

"The products of combustion in and impure air from the vessel, are forced through conductors to a cluster of small holes in the deck and turret. Surrounding objects are viewed through small holes at appropriate places. Reflecting telescopes, capable of being protruded or withdrawn at pleasure, also afford a distiact view of surrounding objects. The rudder-stock passes through a water-tight suffing-box, so as to admit of the helm being worked within the vessel. Shot striking the deck are deficted, while shell expleding on it prove harmless. Shot (of cast iron) striking the globular turret, will crumble to pieces or are deflected. This new system of navel attack will place an entire fleet of salling ships—during calms and light winds—at the mercy of a single craft. "Boarding," as a means of defence, will be impracticable, since the turret gun J. EHIOSON.
Hon. Gideon Welles, Secretary of the Navy. spokes in a wheel, commanding every point of the compass at once, may keep off and destroy any number of boats by firing slugs and combustibles.

A fleet at anchor might be fired and put in a sinking condition before being enabled to get under weigh.

Of what avail would be the 'steam guard ships' 'I attacked on the new system? Alsa! for the "wooden wils' that formerly "ruicd the waves."

The long-range Lancaster gun would scarcely hit the revolving from turret once in six bours, and then six chances to one its shot or shell would be deflected by the varying angles of the impreguable globo Whea ultimately struck at right angles, the globe, which weight upward of 40 tons, will be less offected by the shot than a heavy anvil by the blow of a light hammer.

Consequently, the shot would crumble to pleces, while the shell would strew the arched deck with harmless fragments.

The Harvard Commencement.

The exercises of commencement week at Harvard University began Sunday evening, the 15th, and closed on Wednesday. Rev. A. P. Poabody, D. D., preached the annual sermon to the graduating class of the Divinity. School Sunday evening, his theme being the elements of usefulness in the life of a clerayman. On Tucsday occurred the annual visitation of the Divinity School, on which occasion the members of the graduating class delivered the customary dissertations. The commencement proper took place on Wednesday. Early in the forencon Governor Andrew, accompanied by his millitary staff, the members of the Council and of the Board of Overneers, escorted by the National Lancers, marched in procession to Gam ridge.

At 10 o'clock the procession was organized at Gore Hall. It was composed of Governor Andrew, the members of the Council and Board of Overseers, and a large number of individuals eminent for their characters and acquirements. The assemblage then proceased through the University grounds to the First Congregational Church, where the exercises of the graduating class took place. Rev. Dr. Peabody, acting president, occupied the pulpit.

The following is a list of the graduating class took The following is a list of the graduates of Harvard University who have died during the academic past year: Class. Name. Age. Class. Name. Age. 1786. Hsory Abotat. .. 34 1831. Alex. R. Bradley. .. 52 1798. Richard Sullivan. .. 82 1832. Charles Mason. .. 49 1799. Wm. H. Sumner. .. 81 1833. Thomas B. Pope. .. 78 1800. Deniel Kimball. .. 33 1837. John F. W. Lane. .. 44 1801. Henry Newman. .. 78 1837. John F. W. Lane. .. 44 1801. Henry Newman. .. 78 1837. John F. W. Lane. .. 44 1802. Chas. Wellington. .. 81 1842. George E. Rico. 39 1804. Jonathan Wild. .. 77 1849. Henry R. M. Fogg. 31 1806. Rdd. F. Campbell. .. 76 1849. John S. Nichols. .. 35 1515. Sam'l B. Putnam. .. 44 1849. Everett Pesbady. .. 31 1817. Samuel A. Eliot. .. 63 1850. Edw'd B. Everett. 31 1817. Daviel G. Hatch. .. 63 1850. Edw'd B. Everett. 31 1817. Daviel G. Hatch. .. 63 1851. Arthur H. Poor. .. 31 1818. John Prentiss. .. 52 351. George D. Porter. .. 30 1818. Obsrles R. binson. .. 68 1854. Henry B. Hubbard29 1818. Simon Whitney. .. 62 1855. George D. Hodges .. 25 1819. William Farmer. .. 69 1858. Nathaniel Russell. .. 24 1824. Joseph H. Prince. 60 1858. Nathaniel Russell. .. 24 1824. Joseph H. Prince. 60 1858. Nathaniel Russell. .. 24 1829. Jonas H. Iane. .. 61 1838. Frank H. Shorey. .. 21 1829. Joseph H. Shorey. .. 61 1860. Wm. M. Rogers. .. 28 07 those who lawe deceased during the past yoar, fitteen were lawyers, six were physicians, five were mer. 1829. Josiah Q. Loring. 51 1860. Wm. M. Rogers. 23
Of those who have deceased during the past year, fifteen were lawyers, six were physicians, five were merchants, three were teachers, one was a president, one was an engineer, one was a philocopher, one was a farmer, one was a planter, and four had no profession.

The oldest living graduate is Hon. Josiah Quinor, of Boston, of the class of 1790. The next oldest is br. John Waiton, of Pepperell, of the class of 1791. The third in seniority is Hon. Samuel Thatcher, of Banger, Me., of the class of 1793. There are none living in the class of 1791 or 1795. The rin the class of 1794 two are living; in the class of 1795, five; in the class of 1795 two; in the class of 1795, five; and the close of the oxercises of the graduating class, the interesting ceremony of conferring the honorary acedium degrees ended. Rev. Robert, J. Breckinridge, D. D., of Kentucky, and Mr. John Stuat Mill, of England, were the only racipients of the honorary degree of doctor of laws. were the only recipients of the honorary degree of doctor of laws.

A session of the alumal was held at the conclusion of the annual dinner exercises, Hon R. C. Winthrop, of Boston, in the chair. A resolution of respect to the memory of the late president of the college was adopted, after which the following board of officers was chosen: President, Hon. Bohert C. Winthrop; vice presidents, Oliver W. Holmes, Samuel Osgood; directors, Thomas Stevenson, E. R. Hoar, G. P. Sanger, J. J. Clarke, Seth Sweetzer, Eben Torrey; secretary, Dr. Nathaniel B. Shurtleff. ARTIFICIAL FISH POND,—An artificial fish pond has been constructed on the wet prairie, near Blooming ton, Illinois, by scooping up the earth and discharging drains into the hollow. Cathi-h 15 inches long, bass, silversides, perch, and horse fish are all flourishing in this cheap pond.

MEMORANDA.
Ship Childe Harold (Br.), Hicks, from Hong Kong 12th
Barch, and St Helena June 3d, with teas &c, at New
York 20th inst. Now 20th 198t.

Ship Washington Booth, Pescud, cleared at Baltimore
19th inst. for West coast of South America.

Bark W H Eull, Castner, 13 days from Key West, at
New York 20th inst. CABINET FURNITURE. CABINET FURNITURE AND BIL-MOORE & CAMPION. No. 261 South SECOND Street, n connection with their extensive Cabinet Business are low manufacturing a superior article of BILLIARD TABLES, And have new on hand a full supply, finished with the MOORE & OAMPION'S IMPROVED CUSHIONS, which are pronounced, by all who have used them, to be superior to all others.

For the quality and finish of these tables the manastrucers refer to their numerous patrons throughout the Union, who are familiar with the character of their work.

(e28-9m LOOKING GLASSES. JAMES S. EARLE & SON, MANUFACTURERS AND IMPORTERS LOOKING GLASSES, OIL PAINTINGS, FINE ENGRAVINGS, PICTURE AND PORTRAIT FRAMES, PHOTOGRAPH FRAMES, CARTES-DE-VISITE PORTRAITS. EARLE'S GALLERIES, 816 CHESTNUT STREET COAL.—THE UNDERSIGNED

beg leave to inform their friends and the public that they have removed their LEHIGH COALDEPOT from MOBLE-STREET WHARF, on the Delaware, to their Yard, northwest corner of BIGHTH and WILLOW Streets, where they intend to keep the best quality of LEHIGH COAL, from the meat approved mines, at the lowest prices. Your patronage is respectfully solicited.

JOS. WALTON & CO.,

Office, 112 South SECOND Street.

Tard, EIGHTH and WILLOW. mhl-tr OFFICE OF THE PHILADELPHIA
AND BEADING RAILBOAD COMPANY.
PHILADELPHIA, June 28, 1862.
The BATES of FREIGHT and TOLLS on ANTHBACITE COAL transported by this Company will be as follows during the month of JULY, 1862: To Bichm'd To Philada. From Port Carbon Mount Carbon Schuylkill Haven Auburn Port Clinton \$1.48 1 47 1.40 1.30 1.25 1.60 1.55 During the month of AUGUST, 1862, the rates will be as follows: To Richm'd. To Philada. From \$1.68 1.67 1.90 1.80 1.75 On and after SEPTEMBER 1, 1862, the rates will be 'To Bichm'd | To Philada. cheap pond.

OOTTON BURNING.—Passengers from Memphis report that guerriles are still engaged in the business of burning cotton along the coast. At Randolph they fired into one boat, and tried to entice another to land that they might prebably plunder, and, perhaps, destroy her. From \$2 18 2.17 2.10 2.00 1.95 \$1.88 1.87 1.80 1.70 1.66 Port Carbon Mount Carbon Schuylkii Haven Auburn Port Clinton.... VALUABLE INVENTION.—A gentleman residing nanewrile, Wisconsin, has invented an instrument by which any person, whether skilled in music or not, may By order of the Board of Managers. je30-3m W. H. WEBB, Secretary. which any person, wbether skilled in muslc or not, may play any tune correctly.

INDIANA'S LOSS.—Out of the 60,000 men sent forth by Indiana to assist in cru hing out the rebellion, it is estimated that 6,000 have been already lost in battle, and by casualties and disease.

Number of the 60,000 men sent forth very superior BAY RUM.—AN INVOICE OF OF OHAS. S. CARSTAIRS, by casualties and disease.

Number of the 60,000 men sent forth very superior BAY RUM, in quarter casks, just received and for sale by OHAS. S. CARSTAIRS, RHODES & WILLIAMS, 192 126 WALNUT and 21 GRANITE Streets.

On the James [From the New York Mercury.] I.

Pele in the distance lingers the light aglow;
Half with the moorland mingle the sedgy tents;
But a low murmur comes from the regiments;
And from the outer post rings in a light hallo:
Bubbles the tinkling rill
Drowsily down the hill,
And a lone whip-o'-will
Singeth her monotone, sleepily, sadly—
Was it a foot that atrode Lonesomely down the road?

Was it a hoof that trod,

Bpurred by some leiterer, recklessly, madly?

IV.

LETTER BAGS

At the Merchants' Exchange, Philadelphia.

MARINE INTELLIGENCE.

Bark Arcthusa, Hooper, from Key West, in ballast to

Workman & Co. Bark Oak, Ryder, 6 days from Boston, with muse to

plaster to E A Souder & Co.
Schr Rescue, Pettingill, 6 days from Portland, with
plaster to E A Souder & Co.

OLEARED.

Brig Dani Boone, Segur, Boston, J E Bazley & Co.
Schr H P Simmons, Ketchu z, Cambridgeport, D Pearson & Co.
Schr D P Matthews, Portsmonth, J E White.
Schr D M French, Silles, Bristol, Repplier & Bro.
Schr D M French, Sulles, Boston, Sinnickson & Glover.
Schr J H Wainwright, Ludlam, Boston do
Schr Forrest, Sawyer, Portsmouth, Wm H Johns.
Schr A Gardner, Knowles, Boston, do
Schr H P Simmons, Ketchum, Boston, Hammett, Van
Dusen & Co.

Schr H P Simmons, Ketchum, Boston, Hammett, Van Dusen & Co.
Schr Vashti Sharp, Haley, Boston, do Schr Telegraph, Nickerson, Roxbury do Schr Thos Potter, Backett, Salem, B H Rathburn.
Schr John H Allen. Adams, Boston, J R Blakiston.
Schr John H Allen. Adams, Boston, J R Blakiston.
Schr J C Baxter, Price, Boston, do Schr Wm Loper, Robinson, Lynn, do Schr Neptune, Clark, Boston, E R Sawyer & Co.
Schr Tarah Clark, Griffin, Danvers Port, Noble, Caldwell & Co.
Schr Nelson Hall. Paddick, Pasytocket, L. Andonated.

Schr Nelson Hall, Paddick, Pawtucket, L. Audenrie

& Co.

O A Backscher, Stubbs, Boston,

Schr M Collins, Shourds, Providence,

Schr Buth Halsey, Penny, New Bedford, Castner,

Stickney & Wellington.

Schr Woodruff, Simms, Mason, Portsmouth, O A

Heckscher & Co.

Schr Smith Tuttle, Mayo, Boston, captain.

Schr L A Orcott, Ameabury, Saugers, captain.

Anna Gardner, Smith, 4 days from Boston, in bal-

Berkley, July 7, 1862.

GEORGE ALFRED TOWNSEND.

THE PENNSYLVANIA BAILBOAD COMPANY Is prepared to issue, during the Summer, tickets greatly reduced rates as fellows: PENNSYLVANIA BAILBOAD COMPANY. ____ COMMUTATION TICKETS

EXCURSIONS.

IMPORTANT TO

PLEASURE-SEEKERS.

How lulls the music, far-off and faintly;
Gray grows the mountain, dark droops the cedar;
Beautiful sleep, to the wan ones that need her,
Comes like a mother's prayer, shrouded and faintly.

Rumbles the last tatoo,
Darken the tapers blue,
And the dim thickets through,
Down comes the sentinel, stealthy and solemn.
Christ! may the jaded rest
As on a bride s young breast,
Ere through the glowering west,
Shrieking, the pickets rush, rousing the column. For one, three, six, nine, or twelve months, at ver low rates, for the accommodation of persons living out of town, or located on or near the line of the road during the summer. From and after July 1, 1882, a still greate reduction has been made on these tickets. COUPON TICKETS III.

For twenty-six trips between any two points at abou Hist! 'tis the stallion, neighing so ruthly Hist! 'tis the stallion, neighing so ruthly,
Ha! 'lis the teamster's snore, measured and shrilly;
Hark! 'tis the owlet's scream in the night stilly!
Halt! 'tis a friendly form, loyal and truthly.
See the white starlets peep;
Climbs the pale moon the steep;
And in the blessed sleep,
None the fear bayonet, bullet, or sabre;
White over many a face,
Soft shadows steal space,
As in the homestead place,
Dream-kissed the vagrant eyes, wearled with labor. two cents per mile. These tickets are intended for the use of families travelling frequently; and are of great advantage to persons making occasional trips. SOHOOL TICKETS For one or three months, for the use of scholars at-

tending school in the city. CLERGYMEN Living on or near the line of the road, and having ecasion to use the road frequently in their clerical capacity, are furnished with certificates entitling them to travel at half fare. Applications to be made only to the General Superintendent at Altone

EXCURSION TICKETS Issued at half fare to parties of over forty, good for EXCURSION TICKETS during the Summer are sold at one half the regular rate for the benefit of those seeking recreation from business, or in pursuit of health. These tickets are good for ten days, and are issued to ORESSON (top of the Allegheny Mountains), AL-TOONA (foot of the mountains), BEDFORD, DOUB-LING GAP, and EPHRATA SPRINGS. For time of departure of trains see bills and cards of the road.

For Through Tickets apply at the office of the flow pany, Southeast corner of ELEVENTH and MARKET JAMES COWDEN, Agent. LEWIS L. HOUPT, General Ticket Agent. jy15-teel

DELIGHTFUL BUMMER EXCURSIONS. NIAGARA FALLS, LAKE ONTABIO, THE THOU-SAND ISLANDS, BAPIDS OF ST. LAWRENCE BIVER, MONTREAL, LAKES CHAMPLAIN AND GEORGE, SARATOGA SPRINGS, HUDSON RI-VER, WHITE MOUNTAINS, BOSTON, NEW-PORT. NEW YORK, &c.

Fare from Philadelphia to Niagara Falls, Montreal, White Mountains, Boston, and return, \$22 20.

From Philadelphia to Niagara Falls, Montreal, Saratega, Hudson river, New York, and return, \$30.00.

To Niagara Falls and Return, \$35.00.

For further particulars and handbills apply at the office of the PHILADELPHIA'AND ELMIRA HALLROAD LINE, corner of SIXTH and OHESTNUT Streets, where a choice of routes may be made to suit the taste of any one.

JOHN S. HILLES, General Agent, Cor. THIRTEENTH and OALLOWHILL Streets.

Philadelphia, July 1, 1862.

jyl-38t

WEST CHESTER BOAD, VIA MEDIA.

BOAD, VIA MEDIA.

PLEASANT AND CHEAP AFTERNOON EXCURSIONS ON TUESDAYS AND FRIDAYS,
Through the finest Country and the most beautiful Scenery in the vicinity of Philadelphia.

On TUESDAYS and FRIDAYS of each week until further notice an Extra Train will leave West Chester at 8.55 F. M. for Philadelphia.

Passengers buying Excursion Tickets can take either the 2 or 4.30 P. M. Train from Philadelphia, and the 8 or 6.55 P. M. Train from West Ohester.

ROUND-TEIP TICKETS FROM PHILADELPHIA to all Stations east of West Chester, good on any of the above Trains, out or in, may be had on these days ONLY, at EXCURSION RATES, good only on the days issued. For further information, apply at the Ticket Office, in the Depot, N. E. corner of EIGHTEENTH and MARKET Streets.

MANY DELICHTFUL LOCATIONS FOR SUMMER BOARDERS 6. Schr Challenge, Bullock, 6 days from Portland, with MANY DELIGHTFUL LOCATIONS FOR SUMMER BOARDERS ON THE LINE OF THE ROAD. HENRY WOOD,

schr Alins octuber, Smith, 4 days from Boston, in bal-last to E A Souder & Co. Schr J H Beammell, McLain, 10 days from St Barts, with fruit to Stinson & Bryer—vessel to E A Souder & Co. July 5, left at Sombrero, ships Gen Nowell and Spark of the Ocean, ldg., the former to sall in a few days. days. Sohr S L Crocker, Presbry, 4 days from Taunton, with mdee to Twelis & Co. Schr Orris Francis, Clark, 6 days from Boston, with SEA BATHING. mdse to captain.
S.hr S L Stevens, Studley, 5 days from Boston, with FOR THE SEA. mdse to captain.
Schr J V Wellington, Chipman, 6 days from Boston, Schr J V Weilington, Chipman, 6 days from Boston, make to Kennedy, Stairs & Co.
Schr M F Webb, Buckingham, 8 days from New York, make to W M Baird & Co.
Schr M Saulsbury, Hudson, 6 days from Boston, with ice to Thos E Cahill.
Schr J Satterthwaite, Maloy, 5 days from Boston, in bellast to captsin.
Schr G A Heckacher, Stubbs, 6 days from Boston, with ice to captain.
Schr Eliza & Ella, Smith, 3 days from New York, with salt to Wm Bumm.
I Schr Eliza & Ella, Smith, 3 days from New York, with salt to Wm Bumm.
Schr Eliza & Ella, Smith, 3 days from Boston, with ice to captain.
Schr Edwin Reed, Goodspeed, 6 days from Boston, with ice to captain.
Schr Eraragon, Hatch, 8 days from Rockport, with ice to Captain.
Schr Eliza & Ella, Smith, 3 days from Rockport, with ice to Captain.
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Schr Eliza & Ella, Smith, 3 days from Boston, with ice to Captain.
Schr Eliza & Ella, Smith, 3 days from Boston, with ice to Captain.
Schr Eliza & Ella, Smith, 3 days from Boston, Schr Faragon, Battle, Cangalant Schr Faragon, Battle, Cangalant Ca FOR CAPE MAY.—The steamboat WM KENT, Capt Brett, leaves ABOH-street wharf every TUESDAY, TBURS-DAY, and SATURDAY at 9 o'clock A. M., for CAPE MAY, returning alternate days, touching each way at New Castle.

pairs.
Schr Cora, Masten, I day from Brandywinc, Del, with corn meal to R M Lea.
Schr Beindeer, Cooper, I day from Smyrna, Del, with wheat to Jas L Bewley & Co.
Schr Sarah Warren, Hollingsworth, I day from Little Creek Landing, Del, with wheat to Jas L Bewley & Co.
Schr Sarah Warren, Hollingsworth, I day from Little Creek Landing, Del, with wheat to Jas L Bewley & Co.
Schr Sarah Sophia, Verne, I day from Port Deposit, Md, with corn to JL Bewley & Co.
Schr Salie Veszie, Bleckson, I day from Magnolia, Del, with wheat to Jas Barratt & Son.
Schr Delaware, Connor, I day from Snyrna, Del, with Schr Delaware, Connor, I day from Snyrna, Del, with This popular Hotel has lately been thoroughly reno rated and refurnished, and now possesses all the requi

The patronage of Philadelphians and the travellin sublic, desiring the best accommodations and moderate charges, is respectfully solicited.

je2-8m H. L. POWERS, Proprietor. TRVING HOUSE,

NEW YORK,
BEOADWAY AND TWELFTH STREET,
ENTRANCE ON TWELFTH STREET,
Conducted on the Conducted on the
EUROFEAN FLAN.
This house is now open for the accommodation of
Families and transient Guests.
GEO. W. HUNT,
Late of the Brevoort House,
CHAS. W. NASH,

jy17-thstu6m A CARD.—THE UNDERSIGNED,
late of the GIBABD 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 beg to assure them that they will be most happy to see them in their new quarters.

SYKES, CHADWICK, & CO.

WASHINGTON. July 16, 1861.

AU23-1y

FOR SALE AND TO LET. CHOICE INVESTMENTS—The subscriber has for sale several first-class old Bonds and Mortgages, ranging from \$2,500 to \$10,000, secured on centrally-situated city properties.

E. R. JONES,

1t* No. 209 South SIXTH Street TO LET—Dwelling No. 24 South
SEVENTEENTH Street. Apply to
WETHERILL & BROTHER,
jy22 tf No. 47 North SECOND Street.

FOR SALE—COTTAGE, AT
GERMANTOWN—A new Cottage on MANHEIM
Street, with all the conveniences of a first-class city resi
dence; good lot; terms sasy.
Also, a Neat Cottage at Chestnut Hill, near the Railroad Depot; very cheap.
Alto, a great variety of City Properties.
B. F. GLENN,
123 South FOURTH Street, and
jy21 S. W cor. SEVENTEENTH and GREEN.

TO RENT, IN HOLMESBURG—
the beautiful Residence, with gardens, on the Bristol Turnpike, fronting the Pennypack Oreek, for the, low went of \$226 a year. Will be rented for six or eight months. Apply to SEBIOK R. FOX, on the premises; or J. A. PAUL, No. 961 North SIXTH Street.

jy10-thstn0t*

TO RENT, WITH OR WITHOUT FURNITURE, several neat Country Places, with a few acres of ground, convenient to railroad stations near the city. Apply to E. PETTIT, je30 No. 309 WALNUT Street. FOR SAILE. "CHEAP,"
"UHEAP."—Perry County FARM, containing 138 acros, 26 woodland, the balance under a high state of cultivation; first-rate fencing, nicely watered, excellent improvements, 16 miles from Harrisburg. Price only \$6,500. Terms easy.

Also, a FRUIT FARM, near Dover, State of Delaware, 107 across. Price only \$5,500.

Apply to EPETIT, je20 No. 509 WALNUT street. FOR SALE—Delaware-county
ate near Marcus Hook, Philadelphia and Wilmington
Railroad. Large and substantial stone imprevements,
nicely watered, good fruits, &c. Price \$9,000. Also,
a fine Fruit Farm in the State of Delaware, near Dover,
134 acres, immediate possession. Prica only \$7,000.

Apply to
je26-tf -No. 309 WALNUT Street.

TO RENT—A THREE-STORY
BRICK DWELLING, on RAGE Street, one door
above Twelfth, north side. Bent low to a good tenant.
Apply to
WETHERILL & BROTHER,

gomery-county Farm, containing 89 acres, with large and substantial stone improvements, on the Bidge Turnpike, near Norristown. Price only \$95 per acre.

Apply to E. PETUT, je28 tf No. 309 WALNUT Street.

MO DISTILLERS. The DISTILLERY known as the "PHŒNIX," and formerly owned and occupied by SAML. SMYTH, Esq., situated on TWENTY-THIRD, between BACE and VINE Streets, Philadelphia, Capacity 600 bushels and VINE Streets, Philadelphia, Capacity 600 bushels per day, is now offered for sale on reasonable and socommodating terms. Is in good running order, and has all the modern improvements. An Artesian well on the pramises furnishes an unfailing supply of good, pure water.

Address Z. LOCKE & CO., No. 1010 MARKET

Street, Philadelphia.

RAILROAD LINES WEST CHESTER
PENNSTLYANIA BAILBOAD.
LEAVE THE DEPOT.
Corner ELEVENTH and MARKET Streets,
First Train at.

at 4 P. M.

Freight delivered at the Freight Station, corner MAR-KET and JUNIPER, before 11.30 A. M., will be de-livered at West Chester at 2 P. M.

For tickets and further information, apply to

JAMES OOWDEN, Passenger Agent.

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1862 THE CAPACITY OF THE ROAD IS NOW EQUAL THE CAPACITY OF THE COUNTRY.
THE GEAT SHORT LINE TO THE WEST.
Tacilities for the transportation of passengers to and from Pittsburg, Cincinnati, Obicago, St. Louis, St. Paul, Rashyille, Memphis, New Orleans, and all other towns in the Wost, Northwest, and Sonthwest, are unsurpassed for speed and comfort by any other routs. Sleeping and smoking cars on all the trains.

THE EXPRESS BUNS DAILY; Mail and Fark Line Sundays excepted.

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By this route freights of all descriptions can be forwarded to and from any point on the Ballroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by railroad direct, or to any port on the navigable rivers of the West, by steamers from Pittsburg.

The rates of freight to and from any point in the West by the Pennsylvania Railroad, are, at all times, as favorable as are charged by other Ballroad Companies. Merchants and shippers entrusting the transportation of their freight to this Company, can rely with confidence on its speedy transit. n its speedy transit. For freight centracts or shipping directions apply to or

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

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

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ENOCH LEWIS. Gen'l Suy't, Altoons. 191-11 1862. ABBANGEMENTS OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TEENTON BAILEOAD OO'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES.

FROM WALMUT-STREET WHARF AND RESSINGTON DEPOT.
WILL LEAVE AS FOLLOWS—VIZ: FARM. At S A. M., via Camden and Amboy, C. and A. Ac At 6 A. M., via Camden and Jersey City, (N. J.) dation 2 25
At 2 P. M., via Camden and Amboy, C. and A. Express..... 8 66
At 4 P. M., via Camden and Jersey Gity, Evening 8 00 Express. 14 P. M., via Camden and Jersey City, 2d Class

At 5 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger)—1st Class Ticket. 2 23 Do. do. 23 Class do... 1 50 The 11% P. M. Southern Mail runs daily; all others Sundays excepted. The 11% P. M. Southern Mail runs daily; all others Sundays excepted.

For Water Gap, Strondsburg, Scranton, Wilkesbarre, Montrose, Great Bend, Binghampton, Syracuse, &c., at 6 A. M. from Walnut street Wharf, via Delaware, Lackawanns, and Western Railroad.

For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, 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 Mauch Chunk at 3.20 P. M.)

For Mount Holly, at 6 A. M., 2 and 4 P. M.

For Freehold, at 8 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 Walnut-street wharf.

For Bristol, and intermediate stations, at 11% A. M. from Kensington Depot.

For Pamyra, Riverton, Delance, Beverly, Burlington,

For Bristol, and intermediate stations, as 12.2 in.

For Paimyra, Riverton, Delance, Beverly, Burlington,
Florence, Bordentown, &c., at 10 A. M. and 12½, 4, 5,
5½ and 6.30 P. M. or Bordentown and intermediate stations at 2½ P. M. from Walnut-street wharf.

For New York, and Way Lines leaving Kensington Depot, take the cars 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 on the arrival of each train run from the Depot.

Fifty Pounds of Baggage only allowed each Passenger.

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

LINES FROM NEW YORK FOR PHILADELPHIA WILL LEAVE, FROM FOOT OF CORTLAND STREET, At 10 A. M., 12 M., and 6 P. M. via Jersey City and Camden. At 7 A. M., and 4 and 11 P. M. via Jersey City and Kansington. Camden. At 'A. M., and 4 and 11 P. M. via Jersey City and Kensington.

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

From Pler No-1 North river, at 1 and 5 P. M. (freight and passenger) Amboy and Camden.

109-tf PHILADELPHIA,
GERMANTOWN, AND NOB-

RISTOWN BAILBOAD.

TIME TABLE.

On and after Monday, May 20th, 1862, until further notice. On and after Monday, May 20th, 1802, until turther notice.

FOR GERMANTOWN.
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12, A. M., 1, 2, 8.10, 4, 5, 5½, 6, 7, 8, 9½, 10½, 11½, P. M.
Leave Germantown, 6, 7, 7.25, 8, 8½, 9½, 10½, 11½, 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, 7½, 10½, P. M. Leave Philadelphia, 9.10 A. M., 2, 3, 5, 7%, 10%, P. M.

Leave Germantown, 8.10 A. M., 1, 4, 6%, 9%, P. M.

CHESTNUT HILL RAILEOAD.

Leave Philadelphia, 6, 8, 10, 12, A. M., 2, 4, 5, 6, 8, 10%, P. M.

Leave Chestrut Hill, 7.10, 7.35, 9.10, 11.10, A. M., 1.40, 3.40, 5.40, 6.40, 7.40, 9.50, P. M.

ON SUNDAYS.

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

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

FOR CONSHOHOOKEN AND NORRISTOWN.

Leave Philadelphia, 6, 9.05, 11.05, A. M., 1%, 3, 4%, 6.10, 8.05, 11%, P. M.

Leave Norristown, 6, 7, 7.50, 8, 11, A. M., 1%, 4%, 6%, P. M.

6%, P. M.

ON SUNDAYS.

Leave Philadelphia, 9 A. M., 2%, 4%, P. M.

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

FOR MANAYUNK.

Leave Philadelphia, 6, 9, 11.05, A. M., 1%, 3, 4%, 5.10, 8.05.11%, P. M.

Leave Manayunk, 6%, 7%, 8.20, 9%, 11%, A. M., 2, 5, 7, P. M.

5, 7, P. M.
ON SUNDAYS.
Leave Philadelphia, 9 A. M., 2½, 4½, 8, P. M.
Leave Manayunk, 7½ A. M., 1½, 6½, 9, P. M.
H. K. SMITH, General Superintendent.
my28-th Depot NINTH and GEEEN Streets.

my28-tf Depot NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILBOAD.

FOR BETHLEHEM, DOYLESTOWN, MA U OE
CHUNK, HAZLETON, EASTON, WILKESBARRE, &c.

SPRING ARRANGEMENT.
THREE THROUGH TRAINS.
On and after MONDAY, MAY 5, 1862, Possenger Trains will leave FRONT and WILLOW Streets,
Philadelphis, daily, (Sundays excepted.) as follows:
At 6.40 A. M., (Express.) for Bethlehem, Allentown,
Manch Chunk, Hazleton, Wilkesbarre, &c.
At 2.45 P. M., (Express.) for Bethlehem, Laston, &c.
This train reaches Easton at 6 P. M., and makes a
close connection with the New Jersey Central for New
Nork.
At 5.65 P. M., for Bethlehem, Allentown, Mauch
Chunk, &c.
At 9.A. M., Sor Bethlehem, Allentown, Mauch
Chunk, &c.
At 9.A. M., for Fort Washington.
The 6.40 A. M. Express Train makes close connection
with the Lebigh valley Bailroad at Bethlehem, being
the shortest and most desirable route to all points in
the Lebigh coal region.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 5.40 A. M., 9.18 A. M., and 5.28
P. M.
Leave Boylestown at 6.20 A. M. and 8.20 P. M.
Leave Boylestown at 6.20 A. M.

. M. Leave Doylestown at 7.25 A. M. and 8.30 P. M. Leave Fort Washington at 6.30 A. M. ON SUNDAYS—Philadelphia for Bethlehem at 7.45

PHILADELPHIA AND ELMIRA B. B. LINE. AND ELMIRA R. R. LINE,
1862 SUMMER ARRANGEMENT. 1862
For WILLIAMSPORT, SUBANTON, ELMIRA, and
all points in the W. and N. W. Passenger Trains leave
Depot of Phila. and Reading R. B., cor. Broad and Callowhill streets, at 8 A. M., and 3.16 P. M. daily, except
Sundays

lowill streets, at 8 A. M., and 3.16 P. M. daily, except Sundays.

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

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

For further infermation apply to

JOHN S. HILLES, General Agent.

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JEMPINE STREET STREET. WEST CHESTER AND PHILADELPHIA BAIL-

BRICK DWELLING, on RACE Street, one door above Twelfth, north side. Bent low to a good tenant. Apply to WETHERILL & BROTHER, jel2 47 and 49 North SECOND Street.

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FOR SALE—A first-rate Montage of Sale and Sal

REOPENING OF
THE BALTIMORE AND OHIO
BAILROAD.—This road, being fully ERPAIRED and
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GREAT WEST. For through tickets and all other information apply at the Company's Office, corner BROAD
Btreet and WASHINGTON Avenue.

S. M. FELTON,

ap8-tf President P. W. and B. R. R. Co. EXPRESS COMPANIES.

THE ADAMS EX-PRESS COMPANY, Office 3H
CHESTNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its ewillines or in connection with other Express Companies, to all the principal Towns and Cities of the United States.

E. S. SANDFORD,
Tall
General Superintendent. PAMPHLET PRINTING, Best and Oheapest in the City, at RINGWALT & BROWN'S, III South FOURTH est.

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RELIANCE INSURANCE COMPANY OF PHILADELPHIA, ON BUILDINDS, LIMITED OR PERPETUAL, MERCHANDISE, FURNITURE, &c., IN TOWN OR COUNTRY. OFFICE NO. 308 WALNUT STREET. CASH CAPITAL \$248,000-ASSETS 330,175 10. Invested in the following Securities, viz: First Mortgage on City Property, worth | Strict Mortgage on City Property, | S171,100 to double the amount | S171,100 to Pennsylvania Raticoad Company's 6 per cent. | 1st Mortgage Bonds | S,000 00 | Do. do. 2d do. (\$80,000) 23,000 00 | Huytingdon and Broad Top 7 per cent. Bonds | 4,560 00 | Ground Bent, well secured | 2,000 00 | 2,500 00 | 45,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25,000 00 | 25, Ground Bent, well secured.
Collateral Loan, well secured
City of Philadelphia, 6 per cent. Loan.....
Commonwealth of Pennsylvania, \$3,000,000

Losses promptly adjusted and paid.

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INSURANCE COMPANY,
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On Merchandise generally, On Stores, Dwelling Houses, &c. ASSETS OF THE COMPANY, NOV. 1, 1861.

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Scrip and Stock of sundry Insurance and other Companies, \$11 843, estimated value.
Gash on hand—in Banks....\$51,098 03
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This Company, favorably known to the community for thirty-six years, continues to insure against Loss or Da-mage by Fire on public or private Buildings, either per-manently or for a limited time. Also, on Furniture, Stocks of Goods, or Merchandise generally, on liberal

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ap6 THE ENTERPRISE

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INCORPORATED in 1794—OHABTER PERPETUAL. CAPITAL \$200,000. PROPERTIES OF THE COMPANY, FEBRUARY 1, 1861, \$507,094.61. MARINE, FIRE, AND INLAND TRANSPORTA-TION INSURANCE.

Henry D. Sherrerd, Charles Macalester, William S. Smith, John B. Austin, William B. White, George H. Stuart, Samuel Grant, Jr.,
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WILLIAN HARPER, Secretary. jy29. if A MERICAN FIRE INSURANCE A COMPANY. Incorporated 1810. CHARTER PERPETUAL. No. 310 WALNUT Street, above Third, Philadelphia.

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

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

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

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ap3-tf EXCHANGE INSURANCE COM-PANY-Office No. 409 WALNUT Street.

Fire Insurance on Houses and Merchandise generally,
on favorable terms, either Limited or Perpetual.

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VERY LOW PRICES FOR CASM. TRUSSES. MRS. JAMES BETTS' CELEBRATED SUPPORTERS FOR LADIES, and the
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uvalids have been advised by their physicians to use heappliances. Those only are genuine bearing the United
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READ THE FOLLOWING:
The ophicons of medical men, after having beer instructed by Prof. BOLLES, 1220 WALNUT Street Philadelphia, in the application of Electricity as a theraputic agent. Philadelphia, in the application of Electricity as a therapentic agent.

Extracts of Letters from medical men, after having fully tested the discovery of Prof. BOLLES:

W. R. WELLS, M. D., Buffalo, N. Y., after a year's practice, writes to Prof. B. se follows:

I think my faith fully comprehends the fact that Electricity, correctly applied, according to your discovery, is abundantly competent to cure all curable diseases. My experience and success, after extensive practice, fully warrant this assertion. Were I sick with a fatal disease, I would far sooner trust my life in the hands of a skilful Electricism than all the "pathies?" of earth besides

BUFFALO, N. Y. W. B. WELLS, M. D.

D. MCCARTHY, N. D.:

D. McCARTHY, M. D.:

I am fully satisfied that Electricity, when understood according to its polarities and their relations to the fixed laws of the vital economy, as taught by you, is the most powerful, manageable, and efficient agent known to man for the relief of pain and cure of disease. I would further state that I have for the past few weeks used Electricity in my practice, to the exclusion of nearly all other remedies, and have been eminently successful, and consider it a universal therapeutle.

DAYTON, Ohio.

D.M.COARTHY, M. D. P. W. MANSFIELD, M. D.:

F. W. MANSFIELD, M. D.:

For the last nine months I have made Electricity a specialty, and my faith is daily increasing in its therapoutic effects, and I believe, when applied according to your discovery, it will cure all curable discasses, among which are numerous cases never benefited by medicine.

BUFFALO, N. Y. P. W. MANSFIELD, M. D. AMOS GRAY, M. D.:

I would recommend my brethren in the medical profession to avail themselves of an opportunity of becoming acquainted with Prof. Bolles' new method of applying Electricity, which I think is not known to medical men, except these who have availed themselves of his instruction, for I am yery confident that much injury must be the result of a wrong, unskilful application of so powerful an agent.

AMOS GRAY, M. D.

ıl an agent. Detroit, Michigan. H. G. KIRBY, M. D. : H. G. KIRBY, M. D.:

What I have now to say is from actual observation, as
I have spent most of my time for the last two months with
Prof. Bolles, and have witnessed the effects of the Electrical agent on from fifteen to twenty-five patients a day,
suffering from almost every form of chronic disease; and,
as strange as it may appear, in a majority of cases, a perfect cure was effected in from five to fifteen days. And
I will here remark that most of his patients were afflicted
with long standing complaints, considered increasely. with long standing complaints, considered incurable by all other known remedies.

H. G. KIEBY, M. D. CINCUNATI, Ohio.

DAVID THURSTON, M. D.:

I believe your discovery to be a reliable therapeutic agent, and feel it my duty to recommend it. Since I have received inatruction from you I have applied it in cases of Aphony, Bronchitis, Chorea, Amenorrhoa, Asthma, and Congestion, and find that I have the same success that you had when I was under your instruction. I invariably recommend medical men to avail themselves of an opportunity of becoming acquainted with your new method of applying Electricity.

Detroit, Michigan DAVID THURSTON, M. D. MARVIN CODDARD, M. D.:

MARVIN GODDARD, M. D.:

Prof. Bolles: A great revolution in my miad and practice has taken place since I became acquainted with your new discovery of applying Galvaniem, Magnetish, and other medifications of Electricity as a curative agent. I have found by many experiments that Electricity is a safe therapouto agent in all acute and chronic cases when applied according to your discovery. I desire that medical men should become conversant with your discovery.

CLEVELAND, Ohio. MARVIN GODDARD, M. D.

ROCHESTER, N. Y., Sept. 10, 1859.

Prof. Bolles—Dear Sir: The more I investigate this system of practice, the more confident I am that it is all-powerful to meet the ten thousand diseases to which fiesh is heir.

You, who first discovered Electricity to be a reliable therapeutic agent, should be considered a great benefactor of the race, for it is the only reliable system of cure for the wore and ills of suffering humanity. It is strange that physicians have become so wedded to their several systems, brought up from the darkness of past ages, that they will close their eyes against the light now beam ing ferth through this system of practice. All other systems I regard as the morning star to the rising sun.

P. SHEDD, M. D.

Prof. BOLLES:
The nearer I conform to your system of application, the more successful I am, and as I have examined all the guides and works published upon the subject, and seen nothing in reference to your theory. I do not hesitate to say I believe it to be original with you, and the only reliable system extant for curing disease.

Bespectfully yours,
TORONTO.
UHAS. BANDALL, M. D. The opinion of a medical man, after thirty years' practice, fifteen in Allopathy and fifteen in Homecopathy:
Prof. Bolles-Dear Sir: I never have, since you gave me instruction in your new discovery of applying Electri-city, and God forgive me if I in the future ever do, practice either Homeopathy or Allopathy. I have been strictly go-verned by the philosophy you laid down, and for the best of reasons—namely: That I am generally successful, and II fraylly say to you that I am done with medicine forevor. My success has been great since I have been in New-ark, N. J.

JAMES P. GREVES, M.D., 206 Pine street, Philadelphia. N. B — In addition to the above extracts, Prof. B. could furnish over one thousand, fully showing that he is well known to the medical and scientific world as the discoverer of all that is reliable in the therapeutic administration of Electricity of the discoverer. in the different cities (except those qualified by him) are using Electricity at hazard, and Pref. B. takes this occasion to caution the community against charlatans. Office 1220 WALNUT Etrest, Philadelphia

N. B.—Medical men and others who desire a knowledge of my discovery can enter for a full course of lectures at any time.

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Acute and Chronic Biseasos, both of Ladies and Gentiemen, by the various modes in which he applies
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Old air is the medium used—acting as a preservative—in
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ON WEDNESDAY,
23d inst., at 12 o'clock, at the Auction Store, will be sold, without reserve, 31 demijohne, five gallons each, fine old brandies, &c., comprising Sazerac, Castillin, &c.
Co., and old Cognac brandy, Jamaica Rum, Old Whiffy, Holland Gin, white preserving Brandy, Brown Sherry Wine, Port Wine, &c.
Also, 1 bbl superior old Monongahela Whisky.
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Also, — cases "Margaux" finest Ularet; Bourbon, Bye, Nectar, Conebrake Whiskys, in bottles; Pinor, Castillon & Co., O'tard, Tupuy & Co., Brandy; choice old Madeira and Port Wines, in bottles. Also, London Gin, fine Jamaica Rum, Olad Brandy, Heltand Gin, old Bye Whisky, in denijchns; Brandy in % casks, &c.

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ON THURSDAY MORNING,
At 9 o'clock, at the Auction Store, elegant rosewood
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tables, sofas, chairs, fine carpets, elegant curtains, &c.
Also, 2 bagatelle tables.

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steet, above Popler, the household furniture, planoforte, carpets, &c.

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THIS MORNING,
At 10 o'clock. will be sold, at No. 236 Federal street,
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Also, a family carriage, sleigh bells, robe. &c.

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1000 packages Boots and Shoes, &c, DANCOAST & WARNOCK, AUC-TIONEERS, Nos. 213 MARKET Street SALE OF AMERICAN AND IMPORTED DRY GOODS, STOCK OF GOODS, STOCK OF PER-FUMERY, &c., by catalogue, ON WEDNESDAY MORNING,

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An invoice of ladits', misses', and children's skirts.

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Two Hundred and Fifty Sets to be delivered on or before the 15th of August.

Two Hundred and Fifty Sets to be delivered on or before the 1st of September.

Ne bids will be accepted except from parties in attendance, and who will immediately give security for the faithful performance of the contract. The United States reserves the right to reject any bids that may be deemed unreasonable. Proposals will be endorsed, "Proposals for Ambulance Harners," and addressed to

j. 21-4t Captain and Ass't Q. M. U. S Army. DROPOSALS FOR ARMY SUP-PLIES.

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No. 70
5,000 spools (200 yards each) Black Cotton Machine
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750 pounds Black Patent Thread, No. 35. 750 pounds Black Patent Thread, No. 35.

800 " " " No. 40.

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12 000 sheets Cotton Wadding (white).

1,500 yards Black Cambric (Silesia).

50 boxes Tsilors' Crayons.

All to be of Army Standard quality.

Also, 1,000 Zouave Fez Cape, like sample in this office.

Bidders will state how soon they can deliver, and address their bids to

G. H. OBOSMAN, jy19-3t

Deputy Quartermaster General.

DEPUTY QUARTERMASTER GE-DEFUTY QUARTERMASTER GENERAL'S OFFICE.

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PROPOSALS will be received at this Office until THURSDAY next, 24th instant. at 12 o'clock M., for two hundred (200) FOUR-WHEEL CD AMBULANCES, specifications of which can be obtained on application at this Office. The whole to be completed on or before the 1st day of SEP IEMBER next. Proposals will be endorsed, "Propsals for Ambulances," and addressed to

jy18-6t Capt. and Ass't Quartermaster U.S.A. DROPOSALS FOR BUILDING AND A EQUIPPING TWO FIRST-CLASS AND THREE SECOND-CLASS LIGHT VESSELS. TREASURY DEPARTMENT,
OFFICE LIGHT-HOUSE BOARD,
WASHINGTON CITY, June 25, 1862
Proposals will be received at this of WASHINGTON CITY, June 25, 1862)
Separate Sealed Proposals will be received at this office until 12 M., on SATURDAY, the 9th of August, 1862, for building and equipping two first-class light vessels of the following dimensions:

Length from after side of stern post to the fore side of main stem, 98 feet; breadth of beam, moulded, 23 feet 6 inches; depth of hold from top of limber strake to top of beam, 11 feet; tonnage about 232.

The Board will also receive preposals until 12 M., on MONDAY, the 28th of July, 1862, for building and equipping three second-class light vessels of the following dimensions:

Any parties preferring to make propositions based on other kinds of machinery than that above described, but

other Kinds of machinery man that above described, or not less power, they will receive consideration.

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breadth of bears, moulded, 21 feet 6 inches; depth of holf from top of limether strake to per of bears, moulded, 21 feet 6 inches; depth of holf from top of limether strake to per of bears, moulded, 21 feet 6 inches; tourses should 160.

breadth of bears, moulded, 21 feet 6 inches; depth of holf from top of limether strake to per of the contract of the co dimensions:
Length between perpendiculars, 81 feet 6 inches;
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hold from top of limber strake to top of beam, 10 feet 6

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THE NAYY DEPARTMENT will, until the 20th day of JULY, receive Sealed Proposals for the construction of steam machinery for vessels, to be propelled by two screws acting independently of each other.

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Each pair of engines will be entirely distinct, and operate its shaft independently of the other. The screws will be of brass, fourteen feet pitch, and of not less than ten feet dismeter; they will be sustained from the counter of the vessel by a brass hanger, and the shaft will revolve in a brass pipe, connecting the hanger with the hull.

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An experienced surgeon on board.

The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones or Mr tals, unless bills of lading are signed therefor, and the value thereof therein expressed.

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Or, to

E. C. & T. G. BATES,

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LINES—VIA DELAWARE AND RABITAN CANAL Steamers of the above Lines will leave DAILY, at 15 and 5 P. M. FOR NEW YORK.

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Freights taken at reasonable rates.

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OLASSES.—All sub-acute and chronic diseases and collers who cleare a knowledge of my discovery, in an acute of the company of the containing a multitude of certificates of those and chlern will be given to any person free.

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