TWO IMPORTANT DOCUMENTS.

REPORTS OF THE COMMITTEE ON CONDUCT OF THE WAR.

General Butler Justified in not Assaulting Fort Fisher.

WHY THE SECOND EXPEDITION PROVED MORE SUCCESSFUL.

THE EFFICIENCY OF HEAVY ORDNANCE FULLY ESTABLISHED.

Report of the Committee on the Conduct of the War on the Two Fort Fisher Expeditions.

In the Senate of the United States, January 12, 1865, on motion of Mr. Wilson—

Resolved, That the Committee on the Conduct of the War be directed to inquire into the causes of the failure of the late expedition against Wilmington, North Carolina, and to report the facts to the Senate.

The Joint Committee on the Conduct of the War, in June, 1865, submitted the following report:

As early as 1862 the Navy Department appears to have been aware of the importance of closing up the Cape Fear River, in order to prevent the introduction of supplies for the rebellion, by means of blockade-running. The military authorities of the Government, however, did not feel themselves in a condition to furnish the necessary land force for that purpose until the close of the summer of 1864. At that time General Grant expressed his readiness to furnish the requisite number of troops, and gave it as his opinion that he could do so by the first of October.

Vice Admiral Farragut was selected by the Navy Department to take charge of the naval force, but was unable to assume that duty on account of ill health. Rear Admiral Porter was then transferred from the command of the Mississippi squadron to the command of the North Atlantic blockading squadron, and assigned to the duty of preparing and taking charge of the naval force to operate against the defences of the Cape Fear river and the town of Wilmington.

Major General Gillmore was designated by the War department to take command of the land forces to accompany the expedition. General Grant objected to this selection, and selected Major General Weitzel for that purpose. Subsequently General Butler announced his intention to accompany the expedition with General Weitzel, the scene of operations being within his department, and the troops being from his command. Although until General Butler expressed his intention it may not have been expected that he would accompany the expedition, no objection was made by General Grant to his doing so, notwithstanding he had ample time and power to have ordered otherwise.

Preparations for the expedition were carried on with the expectation at first that it would start by the middle of October. The original intention appears to have been to collect the fleet at Port Royal, in order to lead the rebels to regard the expedition as one against Charleston. But for some reason, which does not fully appear, that intention was changed, and the fleet was collected at Hampton Roads. Owing to the information obtained by the rebels of the destination of the expedition, General Grant determined to delay it until a more favorable opportunity presented itself. Upon learning that a portion of the rebel garrison at Wilmington had been sent to increase the forces opposed to General Sherman in his march across the State of Georgia, General Grant gave orders for the prompt sailing of the expedition.

A powerful fleet was assembled—the most powerful ever known, at least upon this continent—under command of Admiral Porter. The land force consisted of 6,500 infantry, two batteries of artillery, and a few cavalry. On the 13th and 14th of December the expedition started, General Butler, with the army transports, proceeding to a place twenty-five miles off New Inlet. Admiral Porter, with his fleet, proceeded to Beaufort to complete taking on his ammunition and supplies, including some powder for a vessel proposed to be exploded before Fort Fisher, and some ammunition for the monitors, which (for safety) were towed light from Fortress Monroe to Beaufort.

While the fleet was at Beaufort taking on supplies, General Butler, with his transports, was lying off Masonboro' Inlet, during three days of very fine weather, having reached there during the night of the 15th of December. By the time Admiral Porter and his fleet reached the place of rendezvous, there were signs of approaching bad weather, and on the 19th General Butler, with his transports, proceed to Beaufort for shelter, and also to renew his supplies of coal, water, and provisions, which had become necessary. Beaufort was seventy miles distant from Fort Fisher.

On Friday, the 23d of December, Admiral Porter gave orders that the powder vessel be sent in as near Fort Fisher as possible and exploded that night at one o'clock. Information of what he proposed to do was sent to General Butler, but did not reach him until Saturday morning, when he immediately started for Fort Fisher, ordering the transports to follow as rapidly as possible. The powder-boat was exploded a little before two o'clock on Saturday morning, and the navy commenced their bombardment about noon of that day. Admiral Porter states that he deferred commencing the bombardment until that time, in the hope that General Butler would arrive; but finding he had not come by twelve, he opened upon the fort, and continued firing until sunset.

After the arrival of General Butler, General Weitzel and Colonel (now General) Comstock, of General Grant's staff, were sent to confer with the admiral in relation to operations the next day. At half-past six A. M., Saturday, General Weitzel and Colonel Comstock arranged with Admiral Porter concerning the landing of the troops. Some 2,000 or 2,300 men were landed, and General Weitzel was ordered to reconnoitre the fort, ascertain as nearly as possible its condition, and report as to the practicability of assaulting it. Having done so, he reported that it was not advisable to attack. His testimony upon that point is as follows:

"After that experience [in assaulting military works] with the information I had obtained from reading and study—for before this war I was an instructor at the Military Academy for three years under Professor Mahan, on these very subjects—remembering well the remark of the lieutenant general commanding, that it was his intention I should command that expedition, because another officer selected by the War Department had once shown timidity, and in face of the fact that I had been appointed a major general only twenty days before, and needed confirmation: notwithstanding all that, I went back to General Butler, and told him I considered it would be murder to order an attack on that work with that force. I understood Colonel Comstock to agree with me perfectly, although I did not ask him, and General Butler has since said that he did.

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"Question. Upon deliberation, and after all you have since learned, are you entirely satisfied with the opinion you then formed about attacking the fort?

"Answer. Yes, sir; I am fully satisfied from all I have heard since, from the result of the second attack, and everything else—I am fully satisfied that I did my duty there."

Colonel Comstock, of General Grant's staff, testifies as follows:

"General Weitzel made an examination of the work, and reported to General Butler that in his opinion an assault upon Fort Fisher would be impracticable.

"Question. Did you accompany General Weitzel on that examination?

"Answer. I was not with General Weitzel at that time. Later in the evening I was on shore and made an examination.

"Question. To what conclusion did you come in regard to the practicability of an assault upon the work at that time?

"Answer. I cannot say that I formed a definite opinion at the time, as the question of assaulting had already been decided upon the report of General Weitzel. I cannot, perhaps, give a definite answer to that question, because I allow my subsequent knowledge of the work to affect my opinion somewhat.

"Question. Was it a strong work?

"Answer. It was. I will endeavor to answer the question somewhat in detail. I saw the work the first time about the same time that General Weitzel did, and at about the same distance. At that time none of our men had been in the work. I counted, I think, fifteen guns not injured, so far as we could see. I thought the work at that time very difficult of assault: I thought then the chances of success were not more than even. Later, however, perhaps a half or three-quarters of an hour afterwards, I saw General Curtis, and he told me that some of his men had been in the work: that a horse had been taken out of the fort, and that the flag had been taken off the parapet by one of his men; and that there were not more than twenty rebels inside of the work, and that he believed he could take it with fifty men. I asked some questions about his sources of information, and he then said he could take it with a brigade. If I had been in command of the forces at that point, I should have made the trial to take the fort, simply because his men felt or thought they could go into the fort. My opinion as to the practicability of an assault when I first saw the work was changed subsequently by the statement of General Curtis and the men who had been in the work.

"Question. On the supposition that the work was really not properly manned by the enemy?

"Answer. That was General Curtis' idea. I did not think so. I suppose the men were all in the bomb-proofs, and I thought that if the enemy would let the men get up as close as Gen. Curtis' men did, I thought it possible that confident men could rush in in time to shut the rebels up in their bomb-proofs. If the men had not had a strong belief that they could get in, I should have thought the chances of success were small. But with such a belief as that, 1,500 men could have done anything.

"Question. With the information that General Weitzel had, would you have agreed with him, independent of what Gen. Curtis said to you?

"Answer. I should, from the information I had at that time."

In relation to the strength of the garrison of Fort Fisher and the effect of the bombardment, the rebel Gen. Whiting (while wounded and a prisoner,) just before his death, stated, in answer to questions sent him by Gen. Butler, that—

"Five (5) companies of the 36th regiment North Carolina troops, and Adams' light battery, amounting to six hundred and sixty-seven (667) aggregate, was the number of the garrison at Fort Fisher on the 16th, 17th, and 18th of December last. * * *

"On the 23d, 110 men, veteran artillery of the 10th regiment North Carolina troops, 50 sailors, and the 7th battalion junior reserves, about 250 strong, were thrown into the fort." * * * * *

"Question 13. Please state whether part, and, if so, how much of the damage done to the fort by the fire of the navy was repaired during the night.

"Answer. Casualties first day: Killed, none; wounded, one (1) mortally, three (3) severely, and nineteen (19) slightly; total, 23. Five (5) gun-carriages disabled.

"Second day: Killed, three (3); wounded, nine (9) mortally, six (6) severely, and twenty-eight (28) slightly: total 46. Damage but very slight: one (1) 10-inch, two (2) 32-pounder, and one (1) 8-inch carriages disabled, and one (1) 10-inch gun disabled. Damage repaired at night. Enemy's fire formidable and sustained, but diffuse, unconcentrated. Apparent design of the fleet to silence the channel batteries, in order to force an entrance with his vessels, and not to attack by land. The garrison was in no instance driven from its guns, and fired in return, according to orders, slowly and deliberately, six hundred and sixty-two (662) shot and shells.

"Question 14. By reason of the cessation of the bombardment at night, were you not able to rest and recruit your garrison?

"Answer. We were able to do both.

"Question 15. At the time of the landing, where was the supporting force, if any, to the fort?

"Answer. Assembling at Sugar Loaf as fast as Hoke's people arrived."

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"Question 17. At the time our skirmish line was deployed before the fort, what was the condition of the guns and defences upon the land side, as to efficiency for a defensive purpose?

"Answer. The guns and defences on the land front were in perfect order at the time referred to, except two (2) disabled guns on the left; 19 guns in position; palisade in perfect order, and the mines the same, the wires not having been cut.

"Question 18. In view of the condition of the fort and its garrison, would it have been possible, with either three (3) or six (6) thousand men, to have taken the work by assault? (*Note.*—In answering this question, please give as many of the details for the reason you may give as possible.)

"Answer. Possible, yes. Probable, no. The work was very strong, the garrison in good spirits and ready; and the fire on the approaches (the assaulting column having no cover) would have been extraordinarily heavy. In addition to the heavy guns, I had a battery of Napoleons, on which I placed great reliance. The palisade alone would have been a most formidable obstacle."

Upon the report of Gen. Weitzel and Col. Comstock, Gen. Butler determined that it was not advisable to make an assault. It will be remembered that Gen. Weitzel was the officer whom Gen. Grant says he intended should command the land forces accompany the expedition, and Col. Comstock was an officer upon Gen. Grant's staff. Both these officers were engineer officers of skill and ability, competent to judge of defensive works.

It will be observed, upon an examination of the testimony, that the naval officers who testified before your committee were of the opinion that Fort Fisher was much more injured by the bombardment, and therefore could be more easily carried by assault, than it was in the opinion of the army officers.

Gen. Butler also determined to withdraw the troops he had landed, and to return to Fortress Monroe. In this he may have not complied strictly with the letter of his instructions from Gen. Grant.

Gen Butler states, in his testimony:

"I will state what determined my mind against remaining on the beach near Fort Fisher. I was by no means unmindful of the instructions of the Lieutenant General. He had directed me to remain if I had effected a landing. If I had effected a landing I should have remained. But a landing requires something more than to land 2,500 men, out of 6,500, on a beach with nothing but forty rounds in their cartridge-boxes, and where their supplies would be driven off the first storm. I did not think that was a landing within my instructions. Therefore I deemed it much better for the country to withdraw, as I did; that it was much less risk, and much better for the future, for, if it was necessary, a sufficient number of men could hold the line of communication from Masonboro' inlet down to Fort Fisher: and if they could be spared from the armies around Richmond, could be sent down there, where they could go in with six feet of water, and from thence operating against Fort Fisher, they could come prepared for a siege and remain there.

"By going away I would draw off the enemy's attention. If I remained there it would keep his forces concentrated at that point: and if I was driven away by the storm that was coming up, then I should lose the men I had landed. I acted for the best according to the light I had."

General Weitzel testifies:

"Question. Did you and General Butler fully concur in everything relating to the expedition and the execution of it? I mean what was done after the expedition sailed from Fortress Monroe.

"Answer. Yes, sir: that is, so far as I had information.

"Question. Was there anything done, or omitted to be done, which you would not have done, or omitted, if you had had full command of the expedition?

"Answer. Yes, sir. If I had had the instructions that General Grant gave to General Butler, I would have done one thing that General Butler did not do; I would have entrenched and remained there. I should certainly have done that: and I have written to General Butler that I was sorry he did not show me that letter of instructions, so that I could have advised him about that. There is where General Butler clearly made a mistake. The order seems to be explicit that he should remain there. No matter what the difficulties were, that order would have covered him from any consequences.

"Question. Did the condition of things exist there which that order contemplated?

"Answer. I think so.

"Question. In relation to the landing of troops, &c.?

"Answer. I think so. The order simply said that if the work did not fall at once, he was to entrench there. The object appeared to me to be to secure a landing, and to hold it after you had secured it.

"Question. Was there, or not, in your opinion, any difficulty in securing a landing there that could be held? That is, could you land your whole force and the supplies necessary to sustain them?

"Answer. In my opinion, it would have been difficult to have done it: but still, with an order like that, a junior officer should obey it; and then the responsibility of such a step falls upon the one who gave the order.

"Question. You think it would not have been advisable to have done so had it not been in strict obedience to an order?

"Answer. Yes, sir. I do think so, at that season of the year."

General Grant testified as follows:

"Question. The expectation was to surprise the fort?

"Answer. Yes, sir; and my instructions were very clear, that if they effected a landing there above Fort Fisher, that in itself was to be considered a success: and if the fort did not fall immediately upon their landing, then they were to entrench themselves, and remain there and co-operate with the navy until the fort did fall. In my instructions, I provided for a bold dash for the capture of Wilmington, in case Fort Fisher did fall immediately upon the landing of the troops. If it did not fall, then they were to entrench, enter upon a siege of the place, and remain there until it did fall. And the capture of Wilmington would thus become a matter for future consideration. General Butler came away from Fort Fisher in violation of the instructions which I gave him. From his own official report, it is evident that he forgot his instructions in that particular; his report shows that."

The rebel General Whiting states:

"Question 19. Please state whether, with a force holding the beach, from the nature of the ground and from the configuration of the channel of Cape Fear River, it would have been possible for the Confederates to have reinforced or provisioned the fort to any extent?

"Answer. No difficulty at all by the river."

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"Question 21. In view of the condition of the weather immediately following the demonstration of the 25th of December, and in view of the force that might have concentrated upon the peninsula, as well above as below the place of landing, would it, in your judgment, have been possible for six thousand men, without artillery, to have held out there, without being captured or overwhelmed, from the 26th of December to the 15th of January?

"Answer. No; and it is a matter of grave charge against General Bragg that the whole force was not captured on the 26th of December. He had the force and the position."

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"Question 24. Would you have deemed it the part of wisdom on the part of the commander of the Federal forces to have exposed his troops in the situation referred to in question twenty-one?

"Answer. I do not. Neither attack was practicable in the presence of the supporting force, provided that had been under a competent officer. The first landing ought assuredly to have been captured entirely; and as for the second, although deriving much greater advantages from the different mode of attack by the fleet, and though pressed with great vigor, it is due to the supineness of the Confederate general that it was not destroyed in the act of assault."

A novel feature was introduced into the first expedition against Fort Fisher, viz.: a vessel loaded with a large quantity of powder to be exploded as near the fort as possible. The idea appears to have originated with General Butler, in consequence of reading of the terrible effects of the explosion of a large quantity of gunpowder at Erith, England, some time before. He suggested it to the departments at Washington, and they submitted it to their ablest engineer and ordnance officers for examination and report. Those officers, while not anticipating any very wonderful results from this new experiment, still deemed it of such importance as to recommend its trial. A suitable vessel was accordingly selected for the purpose, and loaded with powder, taken down to Fort Fisher and exploded. But the arrangements made for the instantaneous explosion of the powder were not such as to insure complete success, and the result of the trial was not as satisfactory as was expected. The time for the explosion was not such, in the opinion of your committee, as was proper to allow all the results which would have been attained by a more complete explosion to have been taken advantage of by the co-operating land force.

The resolution under which your committee have conducted this branch of their investigation had reference only to the first expedition against Fort Fisher. But the two expeditions were so intimately connected, it was so necessary to ascertain the facts in regard to the second and successful expedition, in order properly to understand the first and unsuccessful one, that your committee have taken what testimony they could obtain in relation to it. Some of the important witnesses they were unable to examine, in consequence of their absence in the field on active service. But enough testimony has been taken to elucidate all the leading important facts.

The naval force remained in the vicinity during some very stormy weather, while a second military force was organized under command of General Terry. This force consisted of some 8,500 men, with siege guns and intrenching tools. On the 13th of January the troops were landed on the beach above Fort Fisher, and proceeded to throw up entrenchments. The bombardment of the fort was resumed by the navy on that day, and was continued during the next day. The fire of the fleet was very heavy and exceedingly effective, disabling all the guns, except, perhaps, one or two on the land face of the fort, where the army was to attack.

On the 15th the bombardment was continued, and in pursuance of previous arrangements the fort was assaulted. The assault was begun about three o'clock in the afternoon by a column of sailors and marines, 2,000 strong, attacking the fort on the sea face. This assault, though made with great bravery, was repulsed with considerable loss. It proved beneficial, however, by attracting the attention of the enemy in that direction, enabling the army the more easily to effect a lodgment upon the other side. The contest was very severe, the rebels fighting obstinately, but were driven from traverse after traverse by the force of our troops, aided by the fire of the navy. After some seven hours' desperate and continuous fighting the fort was taken, and the garrison captured. Our troops and officers fought most bravely, and are entitled to the highest credit for their gallantry and daring. The navy co-operated most heartily with the army, and rendered every assistance in their power.

It will be observed, from the testimony, that there are several points of difference between the two expeditions. In the case of the first expedition, while the navy were prompt and active in the bombardment and the landing of the troops, there was a want of cordiality and co-operation between the two arms of the service, which must have seriously impaired the efficiency of their joint action. The testimony of officers and the records of the Navy Department, herewith submitted, are referred to by your committee as containing ample evidence of that fact. In the second expedition no such feeling was manifested, but the most cordial spirit of co-operation appears to have actuated the commanding officers of the army and navy, and to that may be attributed the success which attended their efforts.

In the case of the first expedition, the bombardment by the fleet does not seem to have seriously impaired the efficiency of the fort. But few of the guns of the fort were injured, and the garrison seems to have suffered but small loss. In the case of the second expedition, the bombardment was far more effective. Almost every gun was disabled on the side of the fort where the army made its assault, and the contest was more of the character of infantry fighting on both sides than a contest between infantry on the one side, and a heavily-armed military work upon the other. And the assault by the sailors and marines, though novel in its character and unsuccessful in its immediate results, doubtless proved of great advantage to the army by its very novelty, and the diversion it created in the operations or the garrison of the fort.

In conclusion, your committee would say, from all the testimony before them, that the determination of General Butler not to assault the fort seems to have been fully justified by all the facts and circumstances then known or afterwards ascertained.

Respectfully submitted.

B. F. WADE, Chairman.

HEAVY ORDNANCE.

Report of the Committee on the Conduct of the War on Heavy Ordnance for the Army and Navy.

In the Senate of the United States, January 25, 1864, on motion of Mr. Wilson—

Resolved, That the Committee on the Conduct of the War be instructed to inquire into the character and efficiency of the heavy ordnance now provided for the armament of fortifications: the mode of fabrication; the amount of "royalty" paid, and to whom, for the use of a patent in the manufacture: the tests to which these guns are subjected when received into service; the reasons for believing the tests satisfactory: what proportion of our sea and land armament is of rifled ordnance; when rifled guns were introduced, and the cause of the delay pertaining thereto.

Mr. Wade, from the Joint Committee on the Conduct of the War (June, 1865,) submitted the following report:

Your committee began the investigation required by the resolution of the Senate early last session; but being unable to obtain the testimony of the inventors and manufacturers of the two guns, into the composition of which wrought-iron entered in whole or in part, they deferred the subject until this session, when they were enabled to complete their investigation.

Under the head of "heavy ordnance" your committee would call attention to three classes of guns: First, those made entirely of cast-iron; second, those made of cast-iron and banded with wrought-iron; and, third, those made entirely of wrought-iron. Of the first class are the guns generally known as the Dahlgren gun and the Rodman gun. Of the second class is the Parrott gun. Of the third class is the Ames gun. There is still another gun, known as the Wiard steel gun, but as it does not come, so far as your committee have been able to learn, under the head of "heavy ordnance," they have not deemed it necessary to devote much attention to it.

The Rodman gun, while having to some extent its peculiarity of form, is principally distinguished by the mode adopted in its manufacture, which is an invention of Major T. J. Rodman. The casting is made around a hollow core, or core-barrel, as it is termed, into which is introduced a stream of cold water, the outside of the casting being kept heated until the cooling from the interior reaches the outer portion of the mass of metal forming the casting. This mode of manufacture, it is claimed, insures two important advantages over the old method of casting the gun solid and then boring it out. The strain upon the metal produced by cooling in large masses is reversed, rendering the gun less liable to burst from the explosion of the powder in it; and a much greater degree of hardness is given to the interior surface, rendering the gun less liable to abrasion in the bore by the passage of the projectile along it, and the action of the gases of the powder upon the metal. It is generally held by the witnesses that no effective gun of large calibre can be made of cast-iron except upon the Rodman principle, or the principle of cooling from the interior.

The Dahlgren gun is the invention of Rear Admiral John A. Dahlgren, and is distinguished by its exterior form. The plan adopted to avoid the strain consequent upon cooling a solid casting of large size from the outside is to make the casting considerably larger than would otherwise be needed to produce a gun of the required size, anneal it after cooling, and then turn it down to the proper size and form. But the Dahlgren guns of the largest calibre are now being manufactured upon the Rodman principle.

These two guns are the only guns of large calibre, made entirely of cast-iron, which are now used in the service. It will be seen from the testimony that officers of the navy generally prefer the Dahlgren gun for naval service, while officers of the army express a preference for the Rodman gun. Both of these guns would appear, from the testimony, to be the best cast-iron guns now known to any service. They are generally smooth-bore guns, but few, if any, of the larger calibre being rifled.

The rifled gun of large calibre, employed almost wholly in the army and naval service, is the gun invented by Robt. C. Parrott. It is composed of a cast-iron cylinder, with a wrought-iron jacket or band shrunk upon the breech of the gun, in order to strengthen it about the seat of discharge. The cast-iron cylinder of this gun was formerly cast solid, and then bored out; but latterly those of the largest calibre are cast upon the Rodman principle.

The introduction of the turreted iron-clads into our naval service impressed upon the department the necessity for guns of large calibre. Those vessels carrying but few guns, and being designed to operate against other iron-clads, as well as to resist the effect of opposing batteries, it was considered important to have guns throwing projectiles, shot or shell, of the greatest possible weight, and guns of as large calibre as fifteen inches were designed and constructed principally for use on turreted vessels. The result of the contest between the United States iron-clad Weehawken and the rebel iron-clad Atlanta shows the remarkable effect of heavy projectiles upon iron-clad vessels.

The Parrott rifled gun of large calibre is also used upon our naval vessels, being able to throw projectiles with greater accuracy and to a greater distance than the smooth-bore guns. At the time of their introduction into the service, they were undoubtedly the best rifled guns of large calibre which the Government could obtain. They were not much more expensive than the cast-iron gun of the same calibre, and yet are deemed by our officers to be nearly, if not quite, equal to the best wrought-iron guns manufactured by other nations. They have rendered most material service both upon land and upon sea.

But the bursting of the Parrott guns of large calibre, together with the bursting of some of the cast-iron guns of large calibre, upon the vessels engaged in operations against the defences of Charleston and against Fort Fisher, has tended to weaken confidence in the durability of those guns, and would seem to show the necessity of obtaining, if possible, some other gun which can be more implicitly relied upon. It is the testimony of our officers of the navy that the bursting of one gun in a fleet tends to demoralize the crew of each vessel upon which a gun of that kind is used, whether it bursts or not. And it is asserted that the loss sustained by the bursting of guns of large calibre on vessels operating against Fort Fisher was much greater than the loss sustained on the entire fleet from the fire of the enemy.

The bursting of these guns is generally attributed to the explosion of shells prematurely within the bore of the gun. The opinion of Mr. Parrott in regard to the cause or causes of premature explosion of the shells is as follows:

"It has been a matter of much concern with me, and I would rather not make a gun than have any accident occur. I ascribe the difficulty to the friction of the powder in the shell itself. At first it was natural enough to ascribe the difficulty to bad shells, bad castings, bad fuses, &c.: but, upon full trial, it appears above all question that the difficulty arises from the powder exploding in the shell within the gun by friction, caused by the striking of the powder against the inside of the shell. A 300-pounder shell is ten inches in diameter: a round shell of that diameter holds about three pounds of powder. My 300-pounder shell holds about seventeen pounds of powder. Now, when you fire a gun and strike the butt of a shell suddenly with the immense force of the charge, there is a reaction of the powder within the shell against the bottom of the shell: and if there is any roughness so as to cause friction at the bottom, the powder will be exploded in the shell while it is within the gun. Thinking that to be the case, I have for a long time been endeavoring to coat the inside of the shell with varnish or lacker, and now I am able to do it with entire success. A great many people were skeptical about it, and precautions have not been taken in regard to it as quickly as they might have been. I now melt together rosin, tallow, and brown soap, forming a thin liquid mixture, and pour it into my shells and pour it out again, leaving a coating on the inside which covers over the rough iron, and when that is done I find the shells can be fired without premature explosion.

"Some two months ago Captain Temple, one of the officers of this very fleet of Porter's, came to the foundry, and became aware of this fact. He had two 100-pounders on board his vessel; when he got back he found that his shells had no such coating, and he immediately set to work and lined them with asphaltum, &c. He fired his guns fifty or sixty times each during the engagement, and not a single shell exploded prematurely in his guns; while in some of the other vessels around him shells were exploded prematurely and thrown out of the guns in fragments. That is so stated in a letter of his, which I saw yesterday."

Be the cause or causes what they may, the fact is that these guns do burst while in action, with very disastrous results.

It is, therefore, of the highest importance to obtain, if possible, some kind of heavy ordnance which shall not be liable to these objections. The entire efficiency of an iron-clad vessel, costing the Government hundreds of thousands of dollars, may depend almost entirely upon the character of the guns with which she is armed. In the words of the Assistant Secretary of the Navy, "You might lose a battle by going into action with a gun around which stood twenty-five men entertaining the idea all the time that it might burst." Considering the great cost of our iron-clad vessels, and the importance of the results to be attained by rendering them as secure and efficacious as possible, a few thousand dollars more of expense would seem to be of but little moment, if it affords the only means of reaching the end desired. The disastrous results attending the bursting of a gun can be, to a greater extent, guarded against upon land than at sea. In the latter case, the loss of the vessel, with all on board, may be the consequence, while the demoralization of the crews of the other vessels similarly armed may lead to results almost, if not quite, as disastrous. But, upon both land and sea, it is of the utmost importance to obtain heavy ordnance of the most reliable character.

In view of these considerations, your committee desire to refer, somewhat at length, to a wrought-iron gun, which to them seems to possess those qualities of strength, durability, and safety, which are so very desirable. It is the invention of Horatio Ames. But few of these guns have yet been manufactured, yet they have successfully withstood every test that has been applied to them.

Upon the 21st of August last, at the request of the inventor, the President ordered the appointment of a board to test a gun of 7-inch calibre manufactured by Mr. Ames. The board consisted of Major General Gillmore, United States Army, Commodore T. A. Hunt, United States Navy, and Major T. T. S. Laidley, United States Army, inspector of cannon, &c. The trial commenced at Bridgeport, Conn., on the 15th of September, and continued until the gun had been fired seven hundred times. The details of the trial are contained in the report of the board, a copy of which is submitted in the testimony accompanying this report.

The mode of manufacturing the gun is described by the board in their report as follows:

"The gun is built up from the cascabel on the end of a long cylindrical port bar. The end of this bar is first enlarged by welding pieces around it. It is then enlarged still further by placing two rings on the end, one over the other, concentrically, and welding them there in succession. Against the end of the cylinder, thus increased to twenty-eight (28) inches in diameter, is welded a circular plate or disk, also twenty-eight inches in diameter, and four inches thick. The disk is composed of a centre-piece, ten inches in diameter, surrounded by two concentric rings, one outside of the other, all accurately fitted together by turning. The bottom of the bore terminates against this disk. Upon this disk is welded a ring of twenty-eight inches exterior diameter, four inches interior diameter, and five inches thick, compounded of three concentric rings, accurately fitted together by turning. The inner one is ten inches in exterior diameter, and about six inches in thickness, so that its ends project on either side about half an inch beyond the faces of the other two rings. This is intended to secure a perfect weld next the bore, and force out the slag. Other compound rings, made in the same manner, are welded on, one after the other, until the gun is of the required length. In making the compound rings for the small part of the gun, between the trunnions and muzzle, the outer ring is omitted.

"The gun remains in a horizontal position during this process of construction, and is handled by means of the bar projecting from the cascabel. The welding on of the disk and rings is done with a hammer worked horizontally by steam; a hammer working vertically is also used against the sides of the piece. The inner ring of the compound rings is made from a block six inches by ten inches, by boring a hole five inches in diameter through it, and turning off the corners. The fibres and laminæ of the metal lie at right angles to the axis of the gun. The centre and outer rings are made like a tire by bending the bars and welding the ends together, thus placing the layers of the metal in cylindrical surfaces. The trunnions are attached by being screwed into the sides of the piece three inches."

In regard to the projectiles and charges used, the board report:

"Considerable delay and many interruptions in the progress of the trials were occasioned by the want of suitable projectiles. Those of the Hotchkiss pattern, which have been officially proscribed for rifles of a large calibre, on account of their excessive strain upon the gun, were almost exclusively used. In weight they varied from 104 to 127 pounds.

"The powder used was what is known as No 7 experimental powder, giving a pressure of 57,000 pounds per square inch in an eight-inch gun. The charges were varied increasingly from thirteen to thirty pounds, although it was frequently necessary to reduce the higher charges in order to accommodate the projectiles, from which the packing would often strip, or the cap break, even with comparatively low charges."

As the result of the examination, the board report:

"It is the unanimous opinion of the board that Ame's wrought-iron guns possess, to a degree never before equalled by any cannon of equal weight offered to our service, the essential qualities of great lateral and longitudinal strength, and great powers of endurance under heavy charges: that they are not liable to burst explosively and without warning, even when fired under very high charges: and that they are well adapted to the wants of the service generally, but especially whenever long ranges and high velocities are required. It is also the unanimous opinion of the board that Ame's seven-inch guns, of which he has now fifteen nearly finished, possess sufficient weight and strength to receive an eight-inch bore, and even greater, although not heavy enough for a ten-inch bore."

And to show more fully their confidence in the strength and durability of the gun they had tested by firing it 700 times, the board—

"Further recommend that the gun which they have tried be rebored to eight inches and rifled, and then submitted to another series of tests similar to those through which it has just passed, to be then cut up for examination."

Accounts of further and apparently far more severe tests are given in the testimony of Mr. Ames.

The opinion of Mr. Fox, the Assistant Secretary of the Navy, of the Ames gun, and of the necessity for some gun of that character, is thus stated by him in his testimony:

"I think it is a fair inference, from the experience we have had with the small guns and 100-pounders which he (Mr. Ames) has made, that he has the correct principle of manufacture, and that guns manufactured by his method will bear any amount of charge that can be consumed in the gun. * * * My opinion is that we have got to come to wrought-iron or steel guns, and abandon cast-iron."

In regard to the cost of those several guns, the price of a 100-pounder Parrott gun is $1,300; a 200-pounder about $2,000; a 300-pounder from $4,500 to $5,000. Of the cast-iron guns, the contract price for the 15-inch gun, as stated by Mr. Fox, is $7,500; those of smaller calibre in proportion. The Ames gun would cost about a dollar a pound, or about $12,000 for a 100-pounder; $17,000 for a 150-pounder, and $28,000 for a 200-pounder.

In regard to the payment of "royalty" by the United States for any of these guns, the testimony establishes the following facts:

The Rodman gun, or rather the Rodman principle of manufacture, was made the subject of letters patent under the following circumstances, according to the testimony. The bursting of the "Peacemaker," on board the Princeton, some twenty years ago, led Major Rodman, then a lieutenant in the military service of the United States, to investigate the subject of manufacturing ordnance of heavy calibre. In 1845 he laid his invention before the Ordnance Bureau, being the first inventor of the principle claimed by him, and urged its adoption, without success. At two other times he urged its adoption, but the bureau did not deem it of sufficient importance to receive its favorable consideration. In 1847 Major Rodman asked General Talcott if there would be any impropriety in having his invention secured by letters patent; to which General Talcott replied, "Certainly not," and, to use the words of Major Rodman, "appeared to be very glad indeed to get rid of the subject in that way and on those terms." Consequently, in August, 1847, letters patent were taken out in the name of Major Rodman, then Lieutenant Rodman. Arrangements were made with Messrs. Knap & Totten, the proprietors of the Pitt foundry, at Pittsburg, by which they agreed to go to the expense and run the risk, then considered to be great, of carrying the invention into practical operation, in consideration of the transfer to them of one-half the interest in the letters patent. This arrangement continued until about four years ago, when Major Rodman, not being in a condition to take any share in conducting the business, transferred to Mr. Knap the full control of the patent; Mr. Knap obligating himself to pay to Major Rodman one-half cent per pound for all castings upon the Rodman principle manufactured by him, or by others, and upon which Mr. Knap collected what may be termed a royalty. Mr. Knap receives from the Government so much per pound for all finished guns made for the United States service, of which Mr. Knap states he regards one cent per pound as the price charged for the patented invention.

Admiral Dahlgren testifies that he has never received anything in the nature of "royalty" for the guns made according to the principles of his invention.

Mr. Parrott testifies that he never has charged anything for his invention; that he has charged only what he deems a fair manufacturer's profit.

Mr. Ames has made but twenty-one guns for the Government; six upon an order from the Navy Department, and fifteen upon an order from the President. He does not appear to have charged anything for his invention, charging so much per pound for his guns.

The proportion of rifled guns to those with smooth bores used in the navy is much smaller than those used in the army. The difficulty of obtaining accuracy of fire upon a vessel in motion renders the rifled gun less efficient when used at sea than when used upon land. The projectile from a smooth-bore, except within point-blank range, is fired so as to ricochet upon the water, and it continues its flight in a straight line until it stops. The projectile from a rifled gun, when it strikes the water, ricochets at an angle from the direct line, sometimes almost at right angles, and it is therefore less reliable at long range. There does not appear to be any want of rifled guns in the naval service, as compared with the number of smooth-bore guns.

The guns herein referred to, except the Ames gun, have been, and are now being introduced into both the land and naval service, as rapidly as the means of manufacturing them will allow and the demands of the service require.

There are many matters of detail in connection with the heavy ordnance now in use in this country, as well as that used by other nations, for which your committee would refer to the testimony herewith submitted, in which they are stated at length.

Your committee concur with the Navy Department in opinion as to the importance and necessity of securing a gun possessing the qualities found in the Ames gun; more especially in view of future wars with foreign nations, and the means of offence and defence required to prosecute such wars successfully.

In conclusion, your committee would therefore recommend that Congress immediately adopt such measures as will enable the War and Navy Departments to obtain and introduce into the service wrought-iron guns, especially of large calibre, at as early a day as practicable.

All of which is respectfully submitted.

B. F. WADE, Chairman.

PROPOSALS.

ASSISTANT QUARTERMASTER'S OFFICE, FORAGE DEPARTMENT, corner WHITEHALL and BRIDGE Streets, New York City.

Proposals are invited for the delivery of Corn, Oats, and Hay to this Department, in the city of Philadelphia, Pa.

Bids should be addressed to this Office, and must state the quantity, description or kind, price, and time of delivery.

Payments to be made upon the completion of the delivery, or as soon thereafter as the Office may be in funds, and in such funds as may be received for disbursement.

S. D. BURCHARD,
Captain and Assistant Quartermaster,
jy3-tf Forage Department.

INVITING PROPOSALS FOR THE PURCHASE OF TWENTY-THREE HUNDRED GOVERNMENT MULES.

QUARTERMASTER GENERAL'S OFFICE,
WASHINGTON, D. C., July 10, 1865.

SEALED PROPOSALS will be received at this office until 12 M., TUESDAY, August 1, 1865, for the purchase of TWENTY-THREE HUNDRED MULES, in lots of fifty and one hundred each, at the places named below, viz:

HARRISBURG, Pa., 6 lots, 50 each.
" 4 lots, 100 each.
WILMINGTON, Del., 4 lots, 50 each.
" 2 lots, 100 each.
WASHINGTON, D. C., 6 lots, 50 each.
" 6 lots, 100 each.
PITTSBURG, Pa., 4 lots, 50 each.
" 1 lot, 100 each.

These Mules will be put aside, each lot by itself, and will be free for the inspection of bidders, at the places named respectively, for ten days prior to August 1.

Many of them were bought in the beginning of the war as young mules, accompanied the armies in all their marches and camps, and are thoroughly broken, hardened by exercise, gentle and familiar from being so long surrounded by the soldiers.

Though sound and serviceable, they are no longer required in the army, and can now be obtained at far less than their true value.

The successful bidders will be notified in person or by telegraph, and required to receive the animals on or before August 8, 1865.

This office reserves to itself the right to reject all bids that may be offered.

Proposals should be addressed to the undersigned, and marked "Proposals for the purchase of Mules."

Payment must be made in Government funds at the time of delivery.

By order of the Quartermaster General.

JAMES A. EKIN,
Brevet Brigadier General, in charge,
jy14-15t First Division, Q. M. G. O.

PROPOSALS FOR MATERIALS IN THE NAVY.

NAVY DEPARTMENT,
BUREAU OF STEAM ENGINEERING,
June 28, 1865.

SEALED PROPOSALS to furnish materials for the Navy for the fiscal year ending June 30, 1866, will be received at the Bureau of Steam Engineering until 10 o'clock A. M., of the 31st day of July next, at which time the opening will be commenced.

Proposals must be endorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters, and directed to the Chief of the Bureau of Steam Engineering.

The materials and articles embraced in the classes named are particularly described in the printed schedules; any of which will be furnished to such as desire to offer, on application to the commandants of the respective yards, or to the navy agent nearest thereto, and those of all the yards, upon application to the Bureau.

This division into classes being for the convenience of dealers in each, such classes only will be furnished as are actually required for bids. The commandant and navy agent for each station will, in addition to the schedule of classes of their own yards, have a copy of the schedules of the other yards for examination only, from which may be judged whether it will be desirable to make application for any of the classes of those yards. All other things being equal, preference will be given to articles of American manufacture.

Offers must be made for the whole of the class at any yard upon one of the printed schedules, or in strict conformity therewith, or they will not be considered.

Upon application to the Bureau, to the commandant of any yard, or to any navy agent, the form of offer, of guarantee, and other necessary information respecting the proposals will be furnished.

The contract will be awarded to the lowest bidder who gives proper guarantees, as required by the law of 10th of August, 1846, the Navy Department reserving the right to reject the lowest bid, if deemed exorbitant, or not to the interest of the Government to accept.

The contracts will bear date the day the notification is given, and deliveries can be demanded from that date.

Bidders are hereby cautioned and particularly notified that their offers must be in the form prescribed, and be mailed in time to reach their destination before time expires for receiving them. *No bid will be considered which shall be received after the period stated, and no allowance will be made for failures of the mail.* All offers must be accompanied by the bidder's license, or a certified copy thereof.

Sureties in the full amount will be required to sign the contract, and their responsibility certified to by a United States District Judge, United States District Attorney, collector, or navy agent. As additional securities, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed, and eighty per centum of each bill, approved in triplicate by the commandants of the respective yards, will be paid by the navy agents, at the points of delivery, in funds or certificates, at the option of the Government, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The following are the classes required at the respective navy-yards.

No.		No.	
1.	Boiler iron, &c.	18.	Copper.
2.	Pig iron.	19.	Tin, zinc, &c.
3.	Boiler felting.	20.	White lead.
4.	Gum Packing, &c.	21.	Zinc paint.
5.	Sperm oil.	22.	Colored paints, &c.
6.	Linseed oil.	23.	Stationery.
7.	Lard oil.	26.	White pine.
8.	Lumber.	27.	Black walnut and cherry.
9.	Tallow and soap.	28.	Mahogany.
10.	Engineers' stores.	29.	Lanterns.
11.	Engineers' tools.	30.	Lignumvitæ.
12.	Engineers' instruments.	31.	Dudgeons, pumps, &c.
13.	Steam pumps.	32.	Sour Flour, crucibles, &c.
14.	Wrought iron, pipes, &c.	33.	Patented articles.
15.	Tubes.	31.	Cotton and hemp packing.
16.	Steel.	35.	Engineers' stores.
17.	Nails and bolts.		

The following are the classes by their numbers, required at the respective navy-yards:

KITTERY.
Nos. 1, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 34, 35.

CHARLESTOWN.
Nos. 1, 2, 4, 6, 7, 9, 10, 11, 12, 14, 16, 17, 18, 19, 20, 22, 23, 26, 34, 35.

BROOKLYN.
Nos. 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, 16, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 31, 32, 34, 35.

PHILADELPHIA.
Nos. 1, 3, 4, 5, 6, 9, 10, 11, 12, 14, 16, 17, 18, 19, 20, 22, 23, 24, 34.

WASHINGTON.
Nos. 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 17, 18, 19, 20, 21, 22, 23, 24.

NORFOLK.
Nos. 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, 20, 21, 22, 23, 26, 27, 28. jy6-th4t

OFFICE DEPOT COMMISSARY OF SUBSISTENCE.

WASHINGTON, D. C., July 15, 1865.

PROPOSALS FOR FLOUR.

SEALED PROPOSALS are invited until the 25th inst., 12 o'clock M., for furnishing the Subsistence Department with ONE THOUSAND (1,000) BARRELS OF FLOUR.

The proposals will be for what is known at this Depot as Nos. 1, 2 and 3, and bids will be entertained for any quantity less than the whole.

Bids must be in duplicate, and for each grade on separate sheets of paper.

The delivery of the Flour to commence within five days from the opening of the bids, and must be delivered in such quantities, daily, as the Government may direct, either at the Government warehouse in Georgetown or at the wharves or Railroad Depot in Washington, D. C.

The delivery of all Flour awarded to be completed within twenty days from the acceptance of the bid.

Bids will be received for Flour to be delivered in new oak barrels, head lined.

Payment will be made in such funds as the Government may have for disbursement.

The usual Government inspection will be made just before the Flour is received, and none will be accepted which is not fresh ground, and of a superior quality.

An oath of allegiance must accompany the bid of each bidder who has not the oath on file in this Office, and no bid will be entertained from parties who have previously failed to comply with their bids, or from bidders not present to respond.

Government reserves the right to reject any bid for any cause. Bids to be addressed to the undersigned, at No. 223 "G" Street, endorsed, "Proposals for Flour."

E. T. BRIDGES,
jy17-5t Capt. C. S. V.

McCANDLESS & SMITH,
MALT VINEGAR FACTORS,
BROAD AND PRIME STREETS.

Constantly on hand and for sale a large stock of MALT and WHITE WINE VINEGAR—a new article of manufacture in this country, made by the celebrated English process, and used exclusively for Pickling in Europe.

All sales warranted free from impurities and chemicals.

Orders filled promptly to all parts of the country.

AGENTS.
L. E. CAMBLOS, No. 113 Walnut street, Philadelphia.
PITT & WHITE, No. 4 Exchange Place, Baltimore.
CHRISTIAN LEE & CO., Richmond, Va.
E. W. GOULD & CO., Newbern, N. C. je19-3m

THE ASHLAND HOUSE,
FOURTH AVENUE AND TWENTY-FOURTH STREET, NEW YORK CITY.

Recently enlarged and improved, is now open for transient as well as permanent borders. The house is situated on one of the pleasantest avenues, and accessible to all places of amusement and business by cars and stages. Guests will find all the conveniences and comforts of a superior establishment, with an excellent table. Transient board, $3 per day.

WM. H. SELKIRK, Proprietor.

N. B.—Families who desire rooms for the summer will make early application. To desirable parties advantageous terms will be offered. je12-35t

INSURANCE.

FIRE INSURANCE AGENCY.

Croton Fire Insurance Co., New York.
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Insurance effected in reliable Companies to any amount, upon LIBERAL TERMS, without charge for POLICIES OR STAMP.

JOSEPH TILLINGHAST,
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DELAWARE MUTUAL SAFETY INSURANCE COMPANY.
INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835.
OFFICE S. E. CORNER THIRD AND WALNUT STREETS, PHILADELPHIA.

MARINE INSURANCES
ON VESSELS, CARGO, FREIGHT, } To all parts of the world.

INLAND INSURANCES
On Goods, by River, Canal, Lake, and Land Carriage, to all parts of the Union.

FIRE INSURANCES
On Merchandise generally.
On Stores, Dwelling Houses, &c.

ASSETS OF THE COMPANY,
November 1, 1864.

$100,000	United States 5 per cent. loan, '71..	$100,000 00
111,000	" 6 " " '81..	118,215 00
75,000	" 6 " " 5-20s..	75,562 50
100,000	State of Pennsylvania Five Per Cent. Loan	93,655 00
54,000	State of Pennsylvania Six Per Cent. Loan	55,840 00
123,050	City of Philadelphia Six Per Cent. Loan	122,520 37
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	22,000 00
50,000	Pennsylvania Railroad Second Mortgage Six Per Cent. Bonds	53,250 00
15,000 300	Shares Stock Germantown Gas Company, principal and interest guaranteed by the city of Philadelphia	15,300 00
5,500 130	Shares Stock Pennsylvania Railroad Company	9,100 00
5,000 100	Shares Stock North Pennsylvania Railroad Company	3,050 00
50,000	United States Treasury Certificates of Indebtedness	48,425 00
30,100	State of Tennessee Five Per Cent. Loan	12,000 00
28,700	Loans on Bonds and Mortgage, amply secured	28,700 00
$868,250	Par. Cost $842,100.50. Market val.	$857,627 37
	Real Estate	36,000 00
	Bills receivable for insurances made	118,330 42
	Balances due at Agencies.—Premiums on Marine Policies, Accrued Interest, and other debts due the Company	28,793 24
	Scrip and Stock of sundry Insurance and other Companies, $4,263. Estimated value	2,220 00
	Cash on deposit with U. S. Government, subject to ten days' call..100,000 00	
	Cash in Banks 58,154 93	
	Cash in Drawer 537 56	
		$158,692 49
		$1,201,664 02

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THE RELIANCE INSURANCE COMPANY OF PHILADELPHIA.
Incorporated in 1841. Charter Perpetual.
OFFICE No. 308 WALNUT STREET.
CAPITAL, $300,000.

Insures against Loss or Damage by FIRE Houses, Stores, and other Buildings, limited or perpetual; and on Furniture, Goods, Wares, and Merchandise, in town or country.

LOSSES PROMPTLY ADJUSTED AND PAID.
ASSETS, $400,068.71.

Invested in the following Securities, viz:

First Mortgages on City Property, well secured	$108,600 00
United States Government Loans	141,000 00
Philadelphia City 6 per cent. Loans	50,000 00
Pennsylvania $3,000,000 6 per cent. Loan	15,000 00
Pennsylvania Railroad Bonds, first and second Mortgages	35,000 00
Camden and Amboy Railroad Company's 6 per cent. Loan	6,000 00
Philadelphia and Reading Railroad Company's 6 per cent. Loan	5,000 00
Huntingdon and Broad Top 7 per cent. Mortgage Bonds	4,560 00
County Fire Insurance Company's Stock	1,050 00
Mechanics' Bank Stocks	4,000 00
Commercial Bank of Pennsylvania Stock	10,000 00
Union Mutual Insurance Company's Stock	380 00
Reliance Insurance Company of Philadelphia's Stock	1,000 00
Accrued Interest	5,455 42
Cash in bank and on hand	13,023 29
	$400,063 71
Worth at present market value	$414,398 71

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Robert Steen,	Thomas H. Moore.

CLEM TINGLEY, President.
THOMAS C. HILL, Secretary.
PHILADELPHIA, December 1, 1864. ja10-tf

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825. CHARTER PERPETUAL. No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for nearly forty years, continues to insure against Loss or Damage by Fire, on Public or Private Buildings, either permanently or for a limited time. Also, on Furniture, Stocks, Goods, or Merchandise generally, on liberal terms.

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 of loss.

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AMERICAN FIRE INSURANCE COMPANY. Incorporated 1810. CHARTER PERPETUAL. No. 310 WALNUT Street, above Third, Philadelphia.

Having a large paid-up Capital 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.

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ALBERT C. L. CRAWFORD, Secretary. fe22-tf

ANTHRACITE INSURANCE COMPANY.—Authorized Capital, $500,000—CHARTER PERPETUAL.

Office, No. 311 WALNUT Street, between Third and Fourth streets, Philadelphia.

This Company will insure against Loss or Damage by Fire, on Buildings, Furniture, and Merchandise generally.

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

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WILLIAM ESHER, President.
WM. F. DEAN, Vice President.
W. M. SMITH, Secretary. ap3-tf

FAME INSURANCE COMPANY, No. 406 CHESTNUT STREET, PHILADELPHIA.
FIRE AND INLAND INSURANCE.

DIRECTORS.

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Charles Richardson,	Robert B. Potter,
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FRANCIS N. BUCK, President.
CHAS. RICHARDSON, Vice President.
W. I. BLANCHARD, Secretary. ja14-tf

LEGAL.

ESTATE OF JACOB ALTER, DECEASED.—Letters testamentary on the Estate of JACOB ALTER, late of the city of Philadelphia, deceased, having been granted to the subscriber by the Register of Wills of the county of Philadelphia, all persons indebted to said Estate are requested to make payment, and those having claims against the same to present them without delay to MARY ALTER, Executrix,
jy20-th6t* No. 834 North SIXTH Street.

ESTATE OF SAMUEL WILLIAMS, DECEASED.—Letters testamentary to the Estate of Samuel Williams, late of the city of Philadelphia, deceased, have been granted to the undersigned. All persons indebted to said estate are requested to make payment, and those who have claims and demands to present them to

SUSAN R. WILLIAMS, Executrix,
1427 WALNUT Street;
THOS. WILLIAMS, Jr., Executor,
1927 CHESTNUT Street;
or to their Attorney, ROBT. E. RANDALL,
jy13-th6t* 202 WASHINGTON Square.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.

Insolvent estate of JOHN JAMES.

The Auditor appointed to audit, settle, and adjust the account of JOHN C. BULLITT and FREDERICK FAIRTHORNE, Trustees of the estate of John Tams, appointed under the insolvent laws of Pennsylvania, and to report distribution of the balance in the hands of the accountants, will meet the parties interested on TUESDAY, AUGUST 1st, 1865, at 4 o'clock P. M., at his Office, No. 217 South SIXTH Street, in the city of Philadelphia.

jy11-tuths5t* JOHN GOFORTH, Auditor.

MACHINERY AND IRON.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propellers, &c., &c., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationery; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure, Fine, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds; Iron and Brass Castings of all descriptions; Roll-Turning, Screw-Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
je21-tf BEACH and PALMER Streets.

J. VAUGHAN MERRICK. WILLIAM H. MERRICK. JOHN E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS, PHILADELPHIA.

MERRICK & SONS, ENGINEERS AND MACHINISTS.

Manufacture High and Low Pressure Steam Engines, for land, river, and marine service.

Boilers, Gasometers, Tanks, Iron Boats, &c.; Castings of all kinds, either Iron or Brass.

Iron-frame Roofs for Gas Works, Workshops, Railroad Stations, &c.

Retorts and Gas Machinery of the latest and most improved construction.

Every description of Plantation Machinery, such as Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, &c.

Sole agents for N. Rillieux's Patent Sugar-Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Wolsey's Patent Centrifugal Sugar-Draining Machine. au12-tf

GRICE & LONG, FULTON WORKS, 1340 BEACH STREET, Engineers, Machinists, Boiler Makers, and Car Builders.

Tanks of every description made to order.

Sole Agents for Long's Marine Salinometers. my16-ly

THOMAS M'DONOUGH, GENERAL BLACKSMITHING, ELK STREET, ABOVE DOE STREET, FRANKLIN, PENNA.

Boring tools on hand or made to order on short notice. my11-3m

MORGAN, ORR, & CO., STEAM ENGINE BUILDERS, Iron Founders, and General Machinists and Boiler Makers, No. 1219 CALLOWHILL Street, Philadelphia. fe20-tf

RAILROAD LINES.

BELVIDERE DELAWARE RAILROAD, FOR THE DELAWARE RIVER VALLEY, NORTHERN PENNSYLVANIA AND NEW YORK STATE, AND THE GREAT LAKES.

Two through Trains Daily (Sundays excepted,) from Kensington Depot, as follows:

At 7.30 A. M. and 3.30 P. M., for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, &c. The 3.30 P. M. line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.

At 5 P. M. for Lambertville and intermediate Stations.

THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, FROM PHILADELPHIA TO NEW YORK AND WAY PLACES, FROM WALNUT-STREET WHARF, WILL LEAVE AS FOLLOWS—VIZ:

	FARE.
At 6 A. M., via Camden and Amboy, Accommodation	$2 25
At 8 A. M., via Camden and Jersey City, Express	3 00
At 2 P. M., via Camden and Amboy, Express	3 00
At 9.15 A. M. and 12 M. (noon), via Camden and Amboy Accommodation (Freight and Passenger)	2 25
At 6 and 11.30 P. M., via Camden and Amboy, Accommodation (Freight and Passenger)—1st Class Ticket	2 25
Do. do.—2d Class Ticket	1 50

At 6 A. M., 2 and 5 P. M. for Mount Holly, Ewansville, Pemberton, and Vincentown. At 6 A. M. and 2 P. M. for Freehold.

At 6 and 9.15 A. M., 12 M., 3.30, 5, 6, and 11½ P. M., for Palmyra, Riverton, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, &c. The 5 P. M. line runs direct through to Trenton.

At 7.30 A. M., for Palmyra, Riverton, Delanco, Beverly, and Burlington.

At 10 A. M. and 3 P. M., Steamboat Trenton, for Bristol, Burlington, Beverly, &c.

LINES FROM KENSINGTON DEPOT WILL LEAVE AS FOLLOWS:

At 11.15 A. M., 4.30 and 6.45 P. M., via Kensington and Jersey City Express $3 00

At 12 P. M. (Night), via Kensington and Jersey City, Express 2 25

The 6.45 P. M. Line will run daily. All others Sundays excepted.

At 7.30 and 11.15 A. M., 3, 3.30, and 5 P. M. and 12 midnight, for Bristol, Trenton, &c.

At 9 A. M., 12.15, 3, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and at 8.30 P. M. for Holmesburg and intermediate stations.

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.

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.

Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 WALNUT Street.

LINES FROM NEW YORK FOR PHILADELPHIA.
WILL LEAVE FROM THE FOOT OF COURTLAND ST.

At 12 M. and 4 P. M., via Jersey City and Camden. At 7, 10, and 11.30 A. M., 6 P. M. and 12 (Night), via Jersey City and Kensington.

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

From Pier No. 1, North river, at 12 M., 4, and 8 P. M. (freight and passenger), via Amboy and Camden.

WILLIAM H. GATZMER, Agent.
JULY 10, 1865.

PENNSYLVANIA CENTRAL RAILROAD.
SUMMER ARRANGEMENT.

The trains of the Pennsylvania Central Railroad leave the New Depot, at THIRTIETH and MARKET Streets.

The cars of the Market-street Passenger Railway run to and from the Pennsylvania Central Railroad Depot, at THIRTIETH and MARKET Streets; they also leave FRONT Street every two minutes, commencing one hour previous to the time of departure of each train, and allow about 30 minutes for a trip.

Their cars are in waiting on the arrival of each train to convey passengers into the city, and connections are made with all roads crossing Market street.

On SUNDAYS cars leave ELEVENTH and MARKET Streets at 7.45 P. M., to connect with Pittsburg and Erie Mail, and at 10.25 P. M. with Philadelphia Express.

Mann's Baggage Express will hereafter be located at No. 31 South ELEVENTH Street. Parties desiring baggage taken to the trains, can have it done at reasonable rates upon application to him.

TRAINS LEAVE AND ARRIVE AT DEPOT THUS—LEAVE:

MAIL TRAIN	at	8.00 A. M.
PAOLI ACCOMMODATION, No. 1	"	10.00 "
FAST LINE	"	12.00 M.
PARKESBURG	"	1.10 P. M.
HARRISBURG ACCOMMODAT'N	"	2.30 "
LANCASTER ACCOMMODAT'N	"	4.00 "
PAOLI TRAIN, No. 2	"	5.30 "
PITTSBURG AND ERIE MAIL	"	8.30 "
PHILADELPHIA EXPRESS	"	11.10 "
ARRIVE:		
PITTSBURG AND ERIE MAIL	"	2.40 A. M.
PHILADELPHIA EXPRESS	"	7.05 "
PAOLI ACCOMMODATION, No. 1	"	8.20 "
PARKESBURG	"	9.00 "
LANCASTER TRAIN	"	12.30 P. M.
FAST LINE	"	12.50 "
PAOLI ACCOMMODATION, No. 2	"	4.40 "
DAY EXPRESS	"	5.45 "
HARRISBURG ACCOMMODAT'N	"	8.40 "
MAIL TRAIN	"	11.20 "

Philadelphia Express leaves daily. Pittsburg and Erie Mail leaves daily (except Saturday.) All other trains daily (except Sunday.)

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to ONE HUNDRED DOLLARS in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

For further information, as to time and connections, see bills and framed cards, or apply to THOMAS H. PARKE, Ticket Agent, at the Depot.

An Emigrant Train runs daily (except Sunday.) For full information as to fare and accommodations, apply to FRANCIS FUNK,
fe20-tf 137 DOCK Street.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.
TIME TABLE.

Commencing MONDAY, July 3d, 1865. Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:

Express Train, at 4.05 A. M. (Mondays excepted,) for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, and Magnolia.

Delaware Railroad Train at 7.45 A. M. (Sundays excepted) for Salisbury, Milford, and intermediate Stations.

Way-Mail Train, at 8.15 A. M. (Sundays excepted,) for Baltimore, stopping at all regular Stations.

Express Train, at 1.15 P. M. (Sundays excepted,) for Baltimore and Washington, stopping at Chester, Wilmington, Elkton, Perryville, and Havre-de-Grace.

Express Train, at 3.55 P. M. (Sundays excepted,) for Baltimore and Washington, stopping at Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, Edgewood, Magnolia, and Stemmer's Run.

Night Express, at 11.15 P. M., for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, North-East, Perryville, and Havre-de-Grace.

Passengers for FORTRESS MONROE, NORFOLK, CITY POINT, and RICHMOND, will take the 1.15 P. M. train.

WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 7.45 and 10.15 A. M., 2, 3.30, 5, 7, and 10 P. M. The 3.30 P. M. train connects with Delaware R. R. for Milford and intermediate stations. The 5 P. M. train runs to Perryville.

Leave Wilmington at 6.45, 8, and 9.30 A. M., 2, 4, 5.30, and 6.30 P. M.

Train leaves Perryville at 6.30 A. M., connecting at Wilmington with the 8 A. M. train for Philadelphia.

Trains for New Castle leave Philadelphia at 7.45 and 11.15 A. M., 3.30 and 5 P. M.

THROUGH TRAINS FROM BALTIMORE.

Leave Wilmington at 12 M., 4.27, 8.33, and 9.54 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7.45, 8.48, 10.14 A. M., 12.38, 2.49, 4.40, 6.14, 7.20, and 9.05 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 8.25 A. M., Way Mail; 1.10 P. M., Express; 4.25 P. M., Way Train; 6.35 P. M., Express; 9.25 P. M., Express.

TRAINS FOR BALTIMORE.

Leave Chester at 8.54 A. M., 1.50 and 11.50 P. M.

Leave Wilmington at 5.18, 9.35 A. M., 2.25, 5.02, and 12.25 P. M.

SUNDAY TRAINS.

Express Train at 4.05 A. M. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, and Magnolia.

Night Express at 11.15 P. M. for Baltimore and Washington, stopping at Chester (for Baltimore and Washington passengers,) Wilmington, Newark, Elkton, North-East, Perryville, and Havre-de-Grace.

Accommodation Train at 10 P. M. for Wilmington and way stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 9.25 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore,) and Chester to leave passengers from Baltimore or Washington.

Leave Wilmington for Philadelphia at 6.30 P. M.

jy7 H. F. KENNEY, Sup't.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.

On and after MONDAY, June 5, 1865, until further notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M.; 1, 2, 3.10, 3¾, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 7½, 8, 8.20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8.20 down train and 3¾, 5¾ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9.10 min. A. M., 2, 3, 5, 8, 10¾ P. M.

Leave Germantown 8 A. M., 1, 4, 6¼, 9¾ P. M.

CHESTNUT-HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chestnut Hill 7.10 min., 8, 9.40, 11.40 A. M., 1.40, 3.40, 5.40, 6.40, 8.40, and 10.40 min. P. M.

ON SUNDAYS.

Leave Philadelphia 9.10 min. A. M., 2, 5, and 8 P. M.

Leave Chestnut Hill 7.40 min. A. M., 12.40, 6.10, and 9.25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8.35, 11.05 min A. M., 1½, 3, 4½, 5¾, 6¼, 8.05 min., and 11½ P. M.

Leave Norristown 5½, 7, 7.50, 9, 11 A. M., 1½, 4½, 6¼, and 9 P. M.

The 5¼ P. M. train will stop at School Lane, Wissahickon, Manayunk, Spring Mills, and Conshohocken only.

ON SUNDAYS,

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

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

FOR MANAYUNK.

Leave Philadelphia 6, 8.35, 11.05 min. A. M., 1½, 3, 4½, 5¾, 6¼, 8.05, and 11½ P. M.

Leave Manayunk 6½, 7½, 8.20, 9½, 11½ A. M., 2, 5, 7, 8½ P. M.

ON SUNDAYS.

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

Leave Manayunk 7½ A. M., 1½, 6½, and 9 P. M.

W. S. WILSON, General Superintendent.
Depot, NINTH and GREEN Streets. je3-tf

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, &c.

SUMMER ARRANGEMENT.

Passenger Trains leave the new Depot, THIRD Street, above Thompson street, daily (Sundays excepted) as follows:

At 7.30 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, &c.

At 3.30 P. M. (Express) for Bethlehem, Easton, &c.

At 5.15 P. M. for Bethlehem, Allentown, Mauch Chunk, Danville, Williamsport.

For Doylestown at 8.35 A. M., 2.30 and 4.15 P. M.

For Fort Washington at 10 A. M. and 11 P. M.

For Lansdale at 6.15 P. M.

White cars of the Second and Third-streets Line City passenger Railway run directly to the new Depot.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6.30 A. M., 10.02 A. M., and 6.15 P. M.

Leave Doylestown at 6.40 A. M., 3.15 and 6 P. M.

Leave Lansdale at 6 A. M.

Leave Fort Washington at 10.50 A. M. and 2.15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 4.30 P. M.

je5 ELLIS CLARK, Agent.

1865. 1865.

PHILADELPHIA AND ERIE RAILROAD.—This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on Lake Erie.

It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and is operated by them.

Its entire length was opened for passenger and freight business October 17th, 1864.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Leave Westward:

Mail Train 8.30 P. M.
Lock Haven Accommodation Train 8.00 A. M.

Passenger cars run through on Mail Train without change both ways between Philadelphia and Erie, and Baltimore and Erie.

Elegant Sleeping Cars on Elmira Express Trains both ways between Philadelphia and Lock Haven, and on Elmira Express Train both ways between Williamsport and Baltimore.

For information respecting Passenger business, apply corner THIRTIETH and MARKET Streets, Philadelphia.

And for Freight business of the Company's Agents: S. B. KINGSTON, Jr., corner THIRTEENTH and MARKET Streets, Philadelphia.

J. W. REYNOLDS, Erie.

WILLIAM BROWN, Agent N. C. R. R. Baltimore.

H. H. HOUSTON,
General Freight Agent, Philadelphia.
H. W. GWINNER,
General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
de28-tf General Manager, Williamsport.

RAILROAD LINES.

CAPE MAY—CHANGE OF STATION.
WEST JERSEY RAILROAD LINES.

On and after MONDAY next, July 24th, 1865, the Railroad Lines for CAPE MAY, BRIDGETON, SALEM, MILLVILLE, VINELAND, WOODBURY, &c., Will leave from the foot of MARKET Street, (upper Ferry), Philadelphia, instead of from Walnut-street Pier.

The office of the West Jersey, Salem, and Cape May and Millville Railroad Companies have been removed to Camden, New Jersey.

J. VAN RENSSELAER, Sup't.
CAMDEN, July 17, 1865. jy18-6t

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENT.

On and after MONDAY, June 5th, 1865, the trains will leave as follows:

WEST CHESTER TRAINS

Leave Philadelphia for West Chester at 7.35 and 10.30 A. M., and 2.30, 4.45 and 6.45 P. M.

Leave West Chester for Philadelphia at 6.20, 7.45, and 10.35 A. M., and 2 and 4.45 P. M.

Trains leaving West Chester at 7.45 A. M., and leaving Philadelphia at 4.45 P. M., will not stop at Pennelton, and will stop below B. C. Junction at Media only.

B. C. JUNCTION TRAINS

Leave Philadelphia for B. C. Junction at 5.02 and 10.30 P. M.

Leave B. C. Junction for Philadelphia at 8.26 A. M. and 7.20 P. M.

On Tuesdays and Fridays only, until further notice, a Market Train, with Passenger Car attached, will leave West Chester for Philadelphia at 6.55 P. M., stopping at all stations.

These trains stop at all intermediate stations.

ON SUNDAYS.

Leave Philadelphia at 8.30 A. M. and 2 P. M.

Leave West Chester at 8 A. M. and 5 P. M.

Trains leaving Philadelphia at 7.35 A. M. and 4.45 P. M., and leaving West Chester at 7.45 A. M. and 4.45 P. M., connect at B. C. Junction with trains on P. and B. C. R. R. for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

HENRY WOOD, General Superintendent.
PHILADELPHIA, March 15, 1865. my6

1865.—PHILADELPHIA AND ELMIRA RAILROAD LINE to all points WEST.

The direct route for the OIL REGIONS OF PENNSYLVANIA.

WILLIAMSPORT, BUFFALO, SUSPENSION BRIDGE, ELMIRA, NIAGARA FALLS, and all places in the Western and Northwestern States and the Canadas.

TWO THROUGH TRAINS

Leave Philadelphia and Reading Railroad Depot, Thirteenth and Callowhill streets, daily (Sundays excepted), for the North and West, as follows:

Morning Express at 8 A. M.
Afternoon Express at 3.30 P. M.

Making a direct connection with all intersecting roads.

FOR THROUGH TICKETS to any point, and further particulars concerning the different routes, apply at the TICKET OFFICE, 425 CHESTNUT Street, under the Philadelphia Bank, and opposite the Custom House.

N. VAN HORN, Ticket Agent,
425 Chestnut street.
JOHN S. HILLES, General Agent,
ja2 Thirteenth and Callowhill streets.

CHEAP AND PLEASANT SUMMER TRAVEL.
CAMDEN AND ATLANTIC AND RARITAN AND DELAWARE BAY RAILROAD.
CHANGE OF TIME.
CAMDEN TO NEW YORK AND LONG BRANCH.

On and after MONDAY, June 19, the Express Train will leave Cooper's Point, Camden, daily, (Sundays excepted,) at 9.10 A. M., for Tuckerton, Barnegat, Tom's River, Manchester, Bergen, Squankum, Farmingdale, Shark River, Long Branch, Branchport, Oceanport, Eatontown, Shrewsbury, Red Bank, Middletown, Highlands, and Port Monmouth; thence to New York by the splendid steamer "Jesse Hoyt." Through to New York in five hours. Fare, $2. Excursion Tickets, good for three days, $3.

On Saturdays an extra train for Long Branch will leave Camden at 4.30 P. M. Returning, leave Long Branch at 5.25 A. M., Monday, arriving at Camden 9.10 A. M. je17

EXPRESS COMPANIES.

THE ADAMS EXPRESS COMPANY, Office 324 CHESTNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies to all the principal towns and cities in the United States.

E. S. SANDFORD,
fe27 General Superintendent.

SHIPPING.

PHILADELPHIA AND RICHMOND STEAM PACKET COMPANY.

The Steamer CLAYMONT, Captain E. Robinson, will leave the FIRST WHARF above MARKET Street,

ON SATURDAY, JULY 22, AT 12 M.,
FOR
NORFOLK, CITY POINT, AND RICHMOND.

For freight or passage, having State Room accommodations, apply to

WM. P. CLYDE & CO.,
14 NORTH WHARVES.

The new Steamships Washington and Norfolk will shortly be put upon this route. jy18-1m

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

The first-class Steamships "MONEKA," Wm. Marshman, commander. "CAMBRIDGE," J. W. Balch, commander.

The Steamship "MONEKA" will leave the first pier above Race street for Charleston, S. C., on SATURDAY, JULY 22d, at 3 o'clock P. M., precisely. For freight or passage apply to E. A. SOUDER & CO., No. 3 DOCK-Street Wharf, and No. 210 North DELAWARE Avenue.

Consignees in Charleston—A. GETTY & CO. jy15-7t

U. S. MAIL LINE FROM BALTIMORE for FORT MONROE, NORFOLK, CITY POINT, and RICHMOND, by first-class steamers and experienced captains. The old-established Bay Line, daily.

Passengers leaving Baltimore at 6 P. M. arrive in Richmond the next afternoon at 3 P. M.

The Bay Line steamers Louisiana and Georgiana will leave the Union Dock, foot of Concord street, daily, at 6 o'clock P. M., for Fort Monroe and Norfolk, Va., connecting at Fort Monroe with the new, fast, and splendid Steamers Thomas Collyer and Milton Martin, built for the Hudson River, and finished without regard to expense, for City Point and Richmond, Va.

Returning, will leave Richmond at 6 A. M. daily, stopping at City Point, and connecting at Norfolk with the Bay Line steamers that leave Norfolk at 3½ P. M., and arriving in Baltimore in time for the Eastern and Western trains, and for Washington City, D. C.

The steamers of this line navigate the James river, going and returning entirely in day time, giving passengers ample time to see the fortifications, and all other objects of interest.

Fare from Philadelphia to	Richmond	$11 75
" "	City Point	11 25
" "	Norfolk	9 75
" "	Fortress Monroe	8 75
Fare from Baltimore to	Norfolk	$6 00
" "	Fort Monroe	5 00
" "	Richmond	8 00
" "	City Point	7 50

Through tickets can be obtained at all the depots of the principal Northern, Eastern, and Western cities, and Washington City, D. C.

Be particular to procure tickets by the old-established Bay Line.

State-rooms and Meals extra.

The state-room accommodations are unsurpassed, and the table well supplied.

Passengers taking the 1.15 train from Philadelphia will make connection with this line.

Passengers taking the 8 A. M. train from New York have ample time to dine in Baltimore.

Passengers taking the 3 P. M. train from Washington make connection with this line.

Passengers and their baggage transported free between Railroad depots and steamers.

M. N. FALLS, President.
R. D. JAMAR, General Passenger Agent. jy13-tf

STEAM TO LIVERPOOL—Calling at Queenstown—The Inman Line, sailing SEMI-WEEKLY, carrying the U. S. Mails.

CITY OF CORK WEDNESDAY, July 19.
CITY OF BALTIMORE SATURDAY, July 22.
GLASGOW WEDNESDAY, July 26.
CITY OF WASHINGTON SATURDAY, July 29.

At Noon, from Pier 44 North River.

RATES OF PASSAGE.

First Cabin	$90 00	Steerage	$30 00
" to London	95 00	" to London	34 00
" to Paris	105 00	" to Paris	40 00

Passengers also forwarded to Havre, Hamburg, Bremen, &c., &c., at moderate rates.

Passage by the mail steamers, sailing every Saturday, payable in gold. Passage by the mid-week steamers, payable in U. S. currency.

Steerage passage from Liverpool or Queenstown, $30 gold, or its equivalent. Tickets can be bought here by persons sending for their friends.

For further information, apply at the Company's Offices. JOHN G. DALE, Agent,
jy11 111 WALNUT Street, Phila.

BOSTON AND PHILADELPHIA STEAMSHIP LINE, sailing from each port on SATURDAYS, from first wharf above PINE Street, Philadelphia, and Long Wharf, Boston.

The steamer NORMAN, Captain Baker, will sail from Philadelphia for Boston on Saturday, July 22d, at 10 A. M., and steamer SAXON, Captain Matthews, from Boston for Philadelphia, same day, at 4 P. M.

These new and substantial steamships form a regular line, sailing from each port punctually on Saturdays.

Insurances effected at one-half the premium charged on the vessels.

Freights taken at fair rates.

Shippers are requested to send Slip Receipts and Bills of Lading with their goods.

For Freight or Passage (having fine accommodations), apply to HENRY WINSOR & CO.,
mh2-tf 332 South DELAWARE Avenue.

TO PLEASURE SEEKERS.
FOR LAKE SUPERIOR.

One of the new and magnificent Steamers, METEOR AND PEWABIC, Will leave CLEVELAND, Ohio, every MONDAY, at 8 P. M., and DETROIT, Michigan, every TUESDAY, at 2 P. M., and Port Sarnia, at 10 P. M.

For real comfort and pleasure, the Lake Superior trip is unequalled on this continent. The best "speckled trout" fishing in the world, and nowhere can the invalid realize such substantial benefit as in the cool, dry, and invigorating climate of Lake Superior. It is also the cheapest trip offered, being only about three and one-half cents per mile, which includes state-rooms and meals.

For information or securing of rooms, apply to

GARRETSON & CO.,
Cleveland, Ohio.
J. T. WHITING & Co.,
je20-36t Detroit, Michigan.

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN, and WASHINGTON, via Chesapeake and Delaware Canal.

Steamers leave first wharf above MARKET Street, every WEDNESDAY and SATURDAY, at 12 M.

For Freight apply to Agents, WM. P. CLYDE & CO., 14 North and South Wharves, Phila.; J. B. DAVIDSON, Georgetown, D. C.; FLOWERS & BOWEN, Alexandria, Va. mh14-9m

NEW TOW-BOAT LINE.—DELAWARE AND CHESAPEAKE STEAM TOW-BOAT COMPANY.—Barges towed to and from Philadelphia, Havre de Grace, Baltimore, Washington, and intermediate points. WM. P. CLYDE & CO., Agents, No. 14 SOUTH WHARVES, Philadelphia, Capt. JOHN LAUGHLIN, Superintendent. je13-tde1

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN, AND WASHINGTON, via Chesapeake and Delaware Canal.

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NOTICE.—FOR NEW YORK.—The PHILADELPHIA AND NEW YORK EXPRESS STEAMBOAT COMPANY, via Delaware and Raritan Canal.

Steamers leave DAILY, first wharf below MARKET Street, at 2 o'clock P. M.

WM. P. CLYDE & CO., 14 S. WHARVES, Phila.
JAMES HAND, 117 WALL Street,
mh15-9m New York.

MARSHAL'S SALES.

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 MICHENER'S STORE, No. 142 North FRONT Street, on FRIDAY, July 21, 1865, at 12 o'clock M., a portion of the cargo of prize steamer Beatrice, consisting of Cotton and Woollen Goods, Burlaps, Pins, Spool Cotton, Felt Hats, 10-inch Shot, Woollen and Fancy Hose, Axes, Monkey Wrenches, Hoop Iron, Liquors, &c.

WILLIAM MILLWARD,
United States Marshal E. D. of Pennsylvania.
PHILADELPHIA, July 13, 1865. jy14-8t

THE CHEAPEST FRUIT JARS IN THE MARKET.—Quart Capsule Jars at $2 per doz., complete. HARTELL & LETCHWORTH, No. 15 North FIFTH Street, and No. 531 MINOR Street. je23-1m

AUCTION SALES.

FURNESS, BRINLEY, & CO., Nos. 615 CHESTNUT and 612 JAYNE Street.

JOHN B. MYERS & CO., AUCTIONEERS, Nos. 232 and 234 MARKET Street.

AT PRIVATE SALE.

150 cases CANTON PALM FANS, various sizes, with natural and lacquered handles.

PHILIP FORD & CO., AUCTIONEERS, 525 MARKET and 522 COMMERCE Streets.

M. THOMAS & SONS, Nos. 139 and 141 South FOURTH Street.

REAL ESTATE AND STOCKS.

Public sale of Real Estate and Stocks, at the Exchange, every TUESDAY, at 12 o'clock, during the business season. In July and August only occasional sales.

Sales of furniture at the Auction Store every THURSDAY.

REAL ESTATE AT PRIVATE SALE.

Printed catalogues, comprising several hundred thousand dollars, including every description of city and country property, from the smallest dwellings to the most elegant mansions; elegant country seats, farms, business properties, &c.

PUBLIC SALE OF REAL ESTATE, STOCKS, &c.—Our next sale at the Exchange, 25th of July.

Sale Nos. 139 and 141 South Fourth street.

EXCELLENT FURNITURE, FINE MANTLE MIRRORS, BILLIARD TABLES, MUSICAL CLOCK, FINE BRUSSELS AND OTHER CARPETS.

ON THURSDAY MORNING,

At 9 o'clock, at the Auction Store, the excellent household furniture, fine French-plate mantel and pier mirrors, marble-bed billiard table, balls and cues, large and superior musical clock, fine Brussels and other carpets, &c.

Also, two large chandelier, twelve lights each, suitable for public buildings.

Also, fine French plate mantel and pier mirrors.

Sale for Account of the United States.

IRON BEDSTEADS, BLANKETS, COUNTERPANES, BEDDING, FURNITURE, CROCKERY, &c., &c.

ON FRIDAY MORNING, JULY 21,

At 10 o'clock, at the southeast corner of Broad and Cherry streets. Full particulars in catalogues now ready.

Also, about 4,500 pounds oakum.

PANCOAST & WARNOCK, AUCTIONEERS, No. 240 MARKET Street.

NOTICE.—THE NEXT AUCTION SALE of miscellaneous Hospital Property, consisting of BEDDING, FURNITURE, KITCHEN UTENSILS, &c., will take place at the Medical Purveyor's Depot, S. E. corner of BROAD and CHERRY Streets, Philadelphia, Pa., on FRIDAY, July 21, at 10 A. M., and at the same hour on every Friday thereafter until further notice, instead of on Saturdays, as already advertised.

C. McDOUGALL,
Surgeon and Brevet Col. U. S. A.,
jy18-4t Medical Purveyor.

SPECIAL SALE OF SERVICEABLE DRAFT HORSES.

QUARTERMASTER GENERAL'S OFFICE,
WASHINGTON, D. C., June 28, 1865.

By order of the Quartermaster General, there will be sold, at public auction, during the month of July, 1865, at the times and places named below, viz:

GIESBORO, D. C., MONDAY and SATURDAY, of each week.
NEW YORK CITY, WEDNESDAY, July 5.
NEW YORK CITY, FRIDAY, July 7, and on TUESDAY and FRIDAY of each week thereafter, at the Government Stables, corner Tenth avenue and Thirty-fifth street.
PHILADELPHIA, PA., THURSDAY of each week.
BALTIMORE, MD., WEDNESDAY, July 12.
BALTIMORE, MD., WEDNESDAY, July 26.
JOHNSTOWN, PA., WEDNESDAY, JULY 5.
ELMIRA, N. Y., FRIDAY, July 14.
LANCASTER, PA., FRIDAY, July 28.

Two hundred SERVICEABLE DRAFT HORSES each day.

An opportunity to purchase a superior class of Draft Horses, at far less than their true value, is now offered to the public. The animals, though sound and serviceable, are no longer required in the army, and must be sold. The attention of managers of city railroads and manufactories is especially called to these sales.

Horses sold singly. Sales to commence at 10 A. M. Terms cash, in United States currency.

JAMES A. EKIN,
Brev. Brig. Gen. in charge
je29-tjy30 1st Div. Q. M. G. O.

SALE OF GOVERNMENT HORSES.

QUARTERMASTER GENERAL'S OFFICE,
FIRST DIVISION,
WASHINGTON CITY, June 26, 1865.

Will be sold at public auction during the month of July, 1865, to the highest bidder, at the times and places named below, viz:

BALTIMORE, MD., WEDNESDAY, July 5.
GIESBORO, D. C., THURSDAY, July 6.
GIESBORO, D. C., FRIDAY, July 7, and on TUESDAY, THURSDAY, and FRIDAY, of each week thereafter.
YORK, PA., FRIDAY, July 7.
MIFFLINTOWN, PA., FRIDAY, July 7.
WILLIAMSPORT, PA., WEDNESDAY, July 12.
READING, PA., FRIDAY, July 14.
EASTON, PA., TUESDAY, July 18.
BALTIMORE, MD., WEDNESDAY, July 19.
NEWPORT, PA., FRIDAY, July 21.
POTTSVILLE, PA., FRIDAY, July 28.
WILMINGTON, DEL., SATURDAY, July 29.
BALTIMORE, MD., MONDAY, July 31.

Two hundred CAVALRY HORSES each day.

For road and farming purposes, many good bargains may be had. Horses sold singly.

Sales to commence at 10 A. M.

Terms cash, in United States currency.

JAMES A. EKIN,
Brev. Brig. Gen. in charge
je29-tjy30 1st Division Q. M. G. O.

SALE OF GOVERNMENT MULES AT PHILADELPHIA.

The United States will sell, at public auction at WASHINGTON-STREET WHARF, IN THE CITY OF PHILADELPHIA,

ON WEDNESDAY,
July 26, 1865, at 10 o'clock A. M.,
ONE HUNDRED (100) MULES.
ALSO,
ON SATURDAY,
July 29, 1865, at 10 o'clock A. M.,
ONE HUNDRED (100) MULES.

These animals are sold only for want of use, and are now ready for inspection.

Buyers are invited to examine them at any time prior to the sale, and ample facilities will be provided, the sales taking place under roomy sheds, so as to protect both purchasers and animals from sun or rain.

Further information can be obtained of Captain A. S. ASHMEAD, A. Q. M., No. 721 MARKET Street, Philadelphia.

Terms—Cash, in Government funds.

JAMES A. EAKIN, Bvt. Brig. Gen.,
jy18-t29 In charge, First Div. Q. M. G. O.

SALE OF SERVICEABLE MULES.

QUARTERMASTER GENERAL'S OFFICE,
WASHINGTON, D. C., June 25, 1865.

By direction of the Quartermaster General, there will be sold at public auction, to the highest bidder, at the times and places named below, viz:

CLEVELAND, OHIO, WEDNESDAY, July 5.
HOLLIDAYSBURG, PA., WEDNESDAY, July 12.
CARLISLE, PA., THURSDAY, July 13.
HUNTINGDON, PA., FRIDAY, July 14.
READING, PA., MONDAY, July 17.
EASTON, PA., THURSDAY, July 20.
PHILADELPHIA, PA., WEDNESDAY, July 26, 100 mules; and Saturday, July 29, 100 mules. Sales to take place at the Government Stables, Washington-street wharf.
PITTSBURG, PA., THURSDAY, July 27.

TWO HUNDRED SERVICEABLE MULES, at each place except CLEVELAND, where FIVE HUNDRED will be sold.

Many of them were bought in the beginning of the war as young mules, accompanied the armies in all their marches and camps, and are thoroughly broken, hardened by exercise, gentle and familiar from being so long surrounded by the soldiers.

Though sound and serviceable, they are no longer required in the army, and can be purchased at these sales at far less than their true value. The attention of both miners and farmers is especially invited.

Mules sold singly. Sales to commence at 10 A. M. Terms—Cash in United States currency.

JAMES A. EKIN,
Brevet Brigadier General in charge,
jy11-2w First Division, Q. M. G. O.

SALE OF HARNESS AND SADDLES.

CHIEF QUARTERMASTER'S OFFICE,
DEPOT OF WASHINGTON,
WASHINGTON, D. C., July 7, 1865.

There is on hand, at this depot, for sale, about 18,000 sets of United States HARNESS, consisting of 143 single sets of lead-horse Harness;

1,144	"	wheel-horse "
9,360	"	lead-mule "
5,411	"	wheel-mule "
501	"	lead-horse Ambulance Harness,
1,427	"	wheel-horse Ambulance Harness.

This Harness has been used in the public service, but is still serviceable for road and farming purposes.

Sealed proposals are invited for its purchase, in lots of 100 sets and upwards.

Proposals must plainly state what kind of harness is bid for, whether wheel or lead, mule or horse; and, for ambulance harness, whether wheel or lead.

Proposals are also invited for the purchase of several thousand worn SADDLES of various patterns, in lots of 100 and upwards. Samples of Harness and Saddles can be seen at the Government Mill, in this city, on application to Colonel Charles H. Tompkins, A. Q. M., corner of Twenty-second and G streets.

Proposals for the purchase of this Harness, &c., will be received at this office until 12 M., TUESDAY, August 1, 1865, and should be endorsed "Proposals for the Purchase of Harness," &c.

Payment, in Government funds, must be made upon the acceptance of the proposal and prior to the delivery of the Harness, &c.

The undersigned reserves the right to reject all proposals which may be considered too low.

The sale of Harness, at public auction, advertised June 27, is discontinued.

The sale of Wagons and Mules is still going on, from day to day. Purchasers are invited to attend.

D. H. RUCKER,
jy10-18t Brevet Maj. Gen. and Quartermaster.

MEDICAL.

ELECTRICAL OFFICES.
No. 154 North ELEVENTH, below RACE Street; also, CHESTNUT and FORTIETH Streets, West Philadelphia.

DR. THOMAS ALLEN having been very successful in the cure of Diseases by this new method, would inform his friends and the public that he is still benefiting and curing many whom medicine did not affect, and considered incurable.

We will mention a few of the Diseases in the cure of which this treatment seldom if ever fails:

Rheumatism,	Felons,	Kidney Diseases
Neuralgia,	Gangrene,	Liver "
Paralysis,	Ulcers,	Genital "
Cramps,	Boils,	Spinal "
Dyspepsia,	Abscess,	Throat "
Fever & Ague,	Eruptions,	Prolapsus,
Asthma,	Inflammations	Noc. Emissions,
Congestion,	Hemorrhage,	Diabetes, &c.

Patients will be treated at their residences when desired; a large number of testimonials may be seen at the Offices from patients in this city. Consultations gratis. Office hours 9 A. M. to 5 P. M., in the city.

DR. THOS. ALLEN,
ap19-3m Electrician.

ELECTROPATHIC ESTABLISHMENT.—DR. A. H. STEVENS, one of the FIRST DISCOVERERS of a new system of treating disease by MODIFIED ELECTRICAL APPLICATIONS, and who has been so very successful at PENN SQUARE for the last three years, has removed his Office and Residence to 1638 VINE Street, one door below Seventeenth. All persons desiring references, or any particulars with regard to his special mode of treatment, will please call or send for a pamphlet.

Consultation or advice gratuitous. mh6-

JOHN C. BAKER & CO.'S COD LIVER OIL.—THE TRUE AND GENUINE—Unsurpassed in quality and effects, being the SWEETEST AND BEST PREPARED.

In Coughs, Colds, Bronchitis, Asthma, Gout, incipient Consumption, and all Scrofulous complaints it oftentimes produces immediate and certain effects when other remedies have been taken with little or no benefit.

Sold by all Druggists in the city, and by the proprietor, No. 718 MARKET Street. je10-stu

THOMSON'S LONDON KITCHENER, OR EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-air Furnaces, Portable Heaters, Lowdown Grates, Fireboard Stoves, Bath Boilers, Stewhole Plates, Broilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers,

CHASE, SHARP, & THOMSON,
ap25-tuths6m No. 209 North SECOND Street.

EVANS & WATSON'S SALAMANDER SAFE STORE, 16 SOUTH FOURTH STREET, PHILADELPHIA, PA. A large variety of FIRE-PROOF SAFES always on hand.

PHILADELPHIA SURGEONS' BANDAGE INSTITUTE, No. 14 NINTH Street, above Market.—E. C. EVERETT, after thirty years' practical experience, guarantees the skilful adjustment of his Premium … Graduating Pressure Truss, Supporters, … Stockings, Shoulder Braces, Crutches, &c. … apartments conducted by a Lady.

MONEY TO ANY AMOUNT LOANED UPON DIAMONDS, WATCHES, JEWELRY, PLATE, CLOTHING, &c., at JONES & CO'S OLD ESTABLISHED LOAN OFFICE, Cor. THIRD and GASKILL Sts., below Lombard.

E. S. EARLEY,
FURNISHING UNDERTAKER,
S. E. corner TENTH and GREEN Streets.

THE CHEAPEST FRUIT JARS IN the Market—Quart Capsule Jars at $2 per doz., complete. HARTELL & LETCHWORTH, No. 15 North FIFTH St. and No. 531 MINOR St. je23-1m