

MORNING TELEGRAPH

BY GEORGE BERGNER.

HARRISBURG, PA., WEDNESDAY MORNING, SEPTEMBER 4, 1861.

PRICE ONE CENT.

DR. JOHNSON'S BALTIMORE LOCK HOSPITAL.

HAS discovered the most certain, speedy and effectual remedy in the world for DISEASES OF IMPRUDENCE.

RELIEF IN SIX TO TWENTY HOURS.

No Mercury or No Chloride in from One to Two Days.

Weakness of the Back or Limbs, Headache, Pain in the Loin, Affects of the Kidneys and Bladder, Urinary Disorders, Nervous Debility, Loss of the System, Weakness, Nervous Debility, Headache, Dizziness, Trembling of the Head, Timidity, Trembling, Danzose, Pain in the Head, Throat, Nose or Skin—these terrible disorders arising from the immoderate use of the Terrific Habits of the Young—these dreadful and destructive practices which produce constitutional debility, reduce marriage impossible, and destroy both body and mind.

YOUNG MEN.

Young men especially who have become the victims of such a disease, that dreadful and destructive habit which annually sweeps in an untimely grave thousands of our youth, who, by neglecting the early and simple means, who may otherwise have enticed into listening to the thunders of eloquence, or waited to enjoy the living lyre, may call with full confidence.

MARRIAGE.

Married persons, or those contemplating marriage, being afflicted with physical weakness, should immediately consult Dr. J., and be restored to perfect health.

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Remedies sent by Mail.

Office No. 7 South Frederick street, Baltimore, Md. ap13-daw17

D. W. GROSS & CO., DRUGGISTS,

MARKET STREET HARRISBURG, PENN.

DRUGGISTS, PHYSICIANS, STORE-KEEPERS AND CONSUMERS.

We are daily adding to our assortment of goods all such articles as are desirable, and would respectfully call your attention to the largest and best selected stock in this city, of

DRUGS, CHEMICALS & PAINTS,

Oils, varnishes and Glazes, Dye-Staffs, Glass and Putty, Artist Colors and Tools, Pure Ground Spices, Burning Fluid and Alcohol, Lard, Sperm and Pine Oils, Bottles, Vials and Lamp Globes, Castile Soap, Sponges and Corks, &c., &c., &c., &c., &c., &c.

With a general variety of PERFUMERY & TOILET ARTICLES, selected from the best manufacturers and Perfumers of Europe and this country.

Being very large dealers in PAINTS, WHITE LEAD, LINSEED OIL, VARNISHES, WINDOW GLASS, ARTIST'S COLORS, PAINT AND ARTIST'S BRUSHES IN ALL THEIR VARIETIES, COLORS AND BRONZES OF ALL KINDS.

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MISCELLANEOUS

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION.

MACHINERY FOR SCREW STEAM SLOOPS.

SEALED PROPOSALS will be received by this Bureau until 8 o'clock, the 5th of September, 1861, for the construction of the Machinery of the United States, screw steam sloop "OSSEIRE," at the Kittery Navy Yard; "HOUATONIC," at the Charleston Navy Yard; "ADIRONDACK," at the New York Navy Yard; and "JUNIATA," at the Philadelphia Navy Yard.

These proposals must be enclosed in "Proposals for Machinery for Screw Steam Sloops," they may be distinguished from other business letters. No special attention will be paid to proposers of marine engines, or to establishments and the reputation of those which have constructed successful machinery of this character will have the weight to which it is entitled. Establishments not known to the Navy Department as builders of marine engines will, if they propose, be required to furnish satisfactory evidence of their experience and ability.

Parties desiring to make *bona fide* propositions will receive, on application to the Bureau, a copy of the Specifications of the work to be done, and of the Contract under the provisions of which they will be required to execute it. Drawings can be seen at the office of the Engineer-in-Chief, and, if convenient, photographic copies of the same will be sent with the specifications.

The proposals must be for the machinery of each vessel separately, with a statement—

1st. Of the number of vessels for which the bidders desire to construct machinery, leaving to the Department the right of selection. This is preferred, though a bid for a special vessel will be considered.

2. Of the sum for each vessel by name for which the entire work will be completed agreeably to the specifications, drawings and contracts.

3. Of the number of consecutive days from date of notification of acceptance of contract within which the bidder will contract to complete the machinery on board ready for sea service, provided the vessel be placed at his command within a certain number of consecutive days from the date of said notification, which number he will state in the proposal.

4. The bidder will state, in the event of the vessel not being placed in his command within the stipulated time from the date of notification of acceptance of contract, the number of consecutive days within which he will contract to complete the machinery on board ready for sea service from the date he shall be notified that the vessel is at his command.

The "OSSEIRE" and the "HOUATONIC" are to have fixed screws. The "ADIRONDACK" and the "JUNIATA" are to have hoist up screws.

The payments will be made at four different intervals as the work progresses—one-sixth of the total amount at each payment, the last fifth being reserved for four months after the trial trip in order to make good any defects that may be discovered during that time.

An ample guarantee will be inserted in the contract for the successful fulfillment of all its conditions, and a forfeiture will be required for delay in completion.

No proposal can be considered unless accompanied by a written guarantee, signed by two responsible persons, to the effect that they undertake the bidder shall, if his offer be accepted, enter into contract with good and sufficient sureties for its completion.

Two or more sureties in a sum equal to the amount of the contract will be required to sign it, and their responsibility must be certified by a United States District Judge, District Attorney, Collector or Navy Agent.

Bidders whose proposals shall be accepted, and none others, will be notified, and as early as practicable a contract will be transmitted to them, signed two days after the notification.

The Department reserves the right to accept the propositions made in conformity with the conditions prescribed which shall be considered most to the interest of the government, and combine the greatest number of advantages, and to reject any or all of them, at its option.

FORM OF OFFER.

I (or we) ———, of ———, State of ———, hereby agree to construct the machinery for (name the vessel) United States screw steam sloop, in conformity with the provisions and terms of the advertisement of August 8th, 1861, by the Navy Department, and hereto appended, and for prices and within the times as follows:—

For the machinery of (name the vessel) the price to be (name the sum) dollars.

The total time of completion to be (name the number of consecutive days) from two days after the notification of acceptance has been made by the Bureau, provided the vessel be placed at my (or our) disposal within (name the number of consecutive days) from the same date.

If the vessel should not be placed at our disposal within the time stipulated, then the time of completion to be (name the number of days) from the date of the notification that the vessel is placed at our disposal.

NOTE.—Repeat the last three paragraphs for the other three vessels.

Should my (or our) proposal be accepted, I (or we) request to be informed at ———, and that the contract may be forwarded to ——— for signatures and certificates. (Place) (Signed) A. B. (Date)

FORM OF GUARANTEE.

We, the undersigned, residents of ———, in the State of ———, hereby jointly and severally covenant with the United States and guarantee that in case the foregoing proposal be accepted, ——— will within ten days after the receipt of the contract at ——— execute the same, with good and sufficient sureties, for the construction of machinery proposed in compliance with the terms of the advertisement of August 8th, 1861, hereto appended and under which it was made; and in case the said ——— shall fail to enter into the contract aforesaid, we guarantee to make good the difference between the offer of the said ——— and that which may be accepted. (Witness) C. D. (Signature) E. F. (Date)

I hereby certify that to the best of my knowledge and belief the above-named guarantors ——— are good and sufficient. G. H.

To be signed by the United States District Judge, United States District Attorney, Collector, or Navy Agent. aug13-1861

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I hereby certify that to the best of my knowledge and belief the above-named guarantors ——— are good and sufficient. G. H.

To be signed by the United States District Judge, United States District Attorney, Collector, or Navy Agent. aug13-1861

NEW ADVERTISEMENTS.

STATIONERY.

NAVY DEPARTMENT, August 29, 1861.

SEPARATE sealed proposals will be received at the office of the Secretary of the Navy, until 8 o'clock P. M., of Saturday, the 21st of September next, for furnishing all the stationery and the several bureaus from the latter date to July 1, 1862.

All the articles furnished must be of the best quality, delivered without delay, when ordered, and to the satisfaction of the head of the office for which they are required.

If it be required, each bidder for stationery must furnish with his proposal a sample of each article he bids for.

No bid will be considered which does not fully conform to the advertisement, and in which each and every article is not bid for, and in which more than one price is named for any one article.

Bonds in sufficient amount, with two or more approved sureties, for the faithful execution of the contract, will be required of the person or persons contracting. The authorized names of the sureties that will be given, as also satisfactory testimonials to fulfil the contract, must accompany the bid; otherwise it will not be considered.

The Department reserves to itself the right of ordering a greater or less quantity of each and every article contracted for, as the public service may require.

Should any article be required not enumerated in the contract, it is to be furnished at the lowest market price, according to its quality.

The unjoined schedule specifies, as nearly as can now be done, the amount, quality, and description of each of the articles likely to be required.

Schedule.

40 reams heavy white-laid, dispatch cap, stop-ruled, equal to sample, per ream.

20 reams foolscap, blue or white ruled, per ream.

75 reams extra superfine, blue or white, laid or wove, letter paper ruled, equal to sample, per ream.

10 reams Manilla paper, 85 by 36 inches flat, per sample, per ream.

20 reams best buff or white envelope paper, royal, flat, per ream.

15 reams best note paper, thick, per ream.

15 reams best note paper, medium, per ream.

20 reams copying or tissue quarto post, per ream.

100 yards tracing cloth, per square yard.

3 reams drawing paper, royal, per ream.

60 quires patent blotting paper, medium, per quire.

80 sheets elephant drawing paper, per sheet.

80 sheets double elephant drawing paper, per sheet.

80 sheets antiquarian drawing paper, per sheet.

5,000 cream-laid envelopes, letter size, per 1,000.

1,500 cream-laid envelopes, note size, per 1,000.

500 card envelopes, per 500.

1,000 patent cloth-lined envelopes, 8 1/2 by 4 inches, per 1,000.

250 patent cloth-lined envelopes, 5 1/2 by 8 1/2 inches, per 250.

250 patent cloth-lined envelopes, 5 1/2 by 8 1/2 inches, per 250.

80,000 best buff or white envelopes, Government pattern, official size, printed stamp, per 1,000.

80,000 best buff or white envelopes, Government pattern, official size, engraved stamp, per 1,000.

80,000 best buff or white envelopes, Government pattern, official size, lithographed stamp, per 1,000.

5,000 best buff or white envelopes, Government pattern, letter size, lithographed stamp, per 1,000.

1,000 best buff or white envelopes, Government pattern, letter size, unstamped, per 1,000.

5,000 best white official envelopes, 10 1/2 by 6 1/2 inches, lithographed, per 1,000.

20 gross steel pens, on cards or in boxes, (the Department to have the liberty of selecting from all the different kinds manufactured) per gross.

24 gold pens, large size, with silver extension holders, best manufactured, per pen.

40 quarts Maynard & Noyes' black ink, in bottles, per quart.

36 quarts best London copying ink, Arnold's or Terry's, in bottles, per quart.

24 ounces bottles peris, Guyott & Co., superfine carmine, per bottle.

1,000 quills, No. 80, opaque or clarified, per 100.

75 dozen red tape, assorted numbers, per dozen.

6 dozen silk taws, per dozen.

4 dozen penknives, Rodgers' best, buck or pearl handles, large size, 4 blades or equal, per dozen.

4 dozen erasers, large size, ivory handles, in cases, Rodgers' best, per dozen.

1 dozen pairs of shears, 8 inch blades, per doz.

1 dozen pairs of shears, 6 inch blades, per doz.

1 dozen pairs of scissors, per dozen.

1 dozen 3 inch ivory folders, per dozen.

1 dozen rulers, parallel or guage perches, per dozen.

80 dozen black lead pencils, Faber's best, assorted, per dozen.

10 dozen best American drawing pencils, assorted, per dozen.

12 dozen Faber's red and blue pencils, per doz.

2 dozen sable brushes, assorted, per dozen.

2 dozen camel hair brushes, assorted, per doz.

2 dozen sticks best India ink, per stick.

80 pounds extra superfine sealing wax, per pound.

15 pounds best quality wafers, per pound.

10 pounds best white gum arabic, per pound.

6 dozen prepared mudclage and brush, large, per dozen.

5 dozen prepared mudclage and brush, small, per dozen.

10 pounds best hemp twine, per pound.

10 pounds best linen twine, per pound.

5 quarts best black sand, per quart.

6 dozen best prepared India rubber, per doz.

sept. 4-sept. 4, 6, 13, 20.

ALDERMAN.

HENRY PEPPER.

OFFICE—THIRD STREET, (SHELL'S BOW,) NEAR MARKET.

Residence, Chestnut street near Fourth.

CITY OF HARRISBURG, PENN. aug13-1861

THE HATTERAS PRISONERS AT NEW YORK.

ARRIVAL OF THE STEAM FRIGATE MINNESOTA.

The United States screw frigate Minnesota, Captain J. G. Van Brunt, bearing the broad blue pennant of Silas H. Stringham, flag officer and Commander-in-Chief of the blockading squadron, arrived this morning at nine o'clock, and anchored off the battery.

She brings her six hundred and ninety-one prisoners of war, captured at the late engagement at Hatteras Inlet. The Minnesota is a first-class screw frigate of thirty-two hundred tons register and mounts forty guns; she has two engines of 460-horse-power, and is propelled by an auxiliary hoisting propeller; she has four eleven-inch guns, capable of throwing balls of one hundred and sixty pound weight. She carries a crew of about eight hundred all told.

During the passage up the bay the rebel officers occupied the quarter-deck, and were intensely engaged in viewing the vessels passing to and fro, and the beautiful landscape on either side of our noble bay. The rebel soldiers were scattered from the waist to the forecabin on each side of the ship, looking out of the port holes, leaning on the very guns that had sided in their subjugation.

The crew were busy engaged about the deck, the majority of them being armed with a cutlass and a boarding pistol. We also noticed that the twelve pounder boat howitzers were placed aft, so that in the event of the rebels attempting to rise they might be prevented. The officers on duty also had their side arms and pistols. The marines were out in full force, and awaited the capture of the prisoners in check.

The Minnesota entered the Narrows this morning about 8 o'clock under steam, and with trim yards and the entire crew attired in blue pants, white frocks and white caps. She looked like a picture on the smooth waters of the bay. At the fore floated the broad blue pennant of the flag officer, and at the mizen peak lazily but proudly, drooped the good old Stars and Stripes. Stopping but a few moments at the quarantine to be boarded by the health officer, she resumed her trip up the bay. After passing Robbin's Head light house, she hoisted her private signal, which was promptly answered by the gun-boats Rhode Island, which was coming up the bay, and the frigate Potomac, lying at anchor off the battery.

The prisoners on the passage hither were allowed full liberty of the ship, and were not placed in irons. Of course, every precaution was taken to prevent a surprise; watches were doubled and armed, magazines carefully guarded, and the small arm chests and lockers in charge of special and trusty jack tars. The gun deck was occupied as the sleeping apartments of as many of the prisoners as could be accommodated, and the remainder were put on the spar deck with the boom cover, and thus protected from the falling dew. The passage to this port being very favorable, the entire lot of prisoners are looking exceedingly well, considering their two days' fighting and their four days' imprisonment. A rougher looking class of men are seldom seen together. Most of them are dressed in grey clothes, and wear felt hats of all sizes and shapes, which are, to say the least, of a somewhat bad taste.

Most of the prisoners were either barefooted or very near it. The use of razors seems to be unknown to the great majority of them, and their unshorn hair adds much to the disagreeable appearance of the motley crowd. Most of them, however, are young, athletic men, and look as if they might endure hardships, but there is a peculiar expression about their countenances which does not indicate courage. Many of them claim that they were impressed into the Confederate service, and state that they are good Union men, but to save their lives were obliged to take up arms for the confederacy. This is an old story, and with the officers of the ship, it is not credited in a majority of instances.

Most of the common soldiers say that they are glad that they have been taken prisoners, and seem very anxious to know where they will be sent now they are here. From them we learned that their officers have studiously endeavored to keep from them any northern papers, but were willing to let them have and read occasional journals which contained the glowing accounts of their victories.

Most of the officers were clad in a species of blue cloth or flannel, decorated with stripes and buttons not unlike those worn in the United States Navy. The officers occupied the after portion of the ship, and were quartered in the vicinity of the rooms of the officers of the ship.

Commander S. Barron was formerly a captain in the United States Navy, a native of Virginia, and was appointed from that State. He entered the navy January 1, 1812. He has performed nineteen years and three months sea service, and been unemployed twenty-one years and five months. At the time of his discharge he was waiting orders. He is probably about sixty-five years of age. The marks of time are plainly to be traced on his brow. He has been very quiet since his capture and not at all communicative.

Lieutenant William Sharpe, a lieutenant in the Confederate Navy, was formerly a lieutenant in the United States Navy. A native of Virginia, he entered the navy September 9, 1841. He has performed fourteen years and eight months sea service, three years six months shore duty, and has been in the service nineteen years in all of the time of his deserting the Stars and Stripes he was in the Navy Yard at Norfolk. He is about thirty years of age, and is said to be a good seaman and well qualified as a naval officer.

Just previous to the Minnesota letting go her anchor, the United States frigate Potomac (50) lying at anchor off the Battery, waiting orders, fired her salute of fifteen guns. Gun after gun belched forth the white smoke until the salute ended, when the Minnesota dipped her ensign in acknowledgment, and the French Imperial Yacht, and the French war steamer Catinat, with the U. S. coast survey steamer Vixen, lowered their flags, to which the Minnesota replied by dipping her flag.

The booming of the Potomac's guns soon had the effect to bring down to the battery hundreds of spectators, who looked with much eagerness at the ships within whose bulwarks were confined six hundred and ninety-one prisoners of war. Scores of small boats were immediately started, and hundreds of persons went out to see the rebels. The regulations in reference to visitors being allowed on board were very stringent, and no one was allowed to go on board the ship.

As the steamboat Thomas P. Way came up the bay she was steered so close to the Minnesota as to give her passengers a good view of the ship. Shouts about went up from the boat. Ladies waved their handkerchiefs, the

whistle screamed forth its thrilling tones, and the sterner sex cheered until they had passed the frigate more than half a mile. All the passengers were crowded on the one side, and the boat's gunwale was down below the water line. Another boat came along, and the demonstration, on board, was still more enthusiastic, so much so that the sailors were very anxious to answer it.

On the battery, the crowd rapidly increased until at least ten thousand persons had assembled. At a few minutes past ten o'clock Commodore Stringham entered his barge, which was manned by thirteen seamen, clad in white, and flying a broad blue pennant at the bow, and the Stars and Stripes at the stern. As he neared the shore, the crowd left their places at Pier No. 1, N. E., and watched the course of the boat bearing the gallant commander.

At the barge office the crowd gave him three hearty cheers. He immediately went up town to confer with the military authorities in relation to his prisoners. After he had left the French war steamer Catinat saluted the American flag, which was promptly returned. As soon as the Minnesota anchored a boat containing the first lieutenant of the Imperial yacht boarded the frigate, and after exchanging courtesies congratulated the Commodore on the success of the expedition.

The Minnesota reports that the privateer steamers Coffee, Gordon and Winslow, left Hatteras Inlet a few hours previous to the arrival of the Federal fleet.

BY TELEGRAPH.

LATER FROM WASHINGTON.

The Blockade to be Enforced.

THE TREASURY DEPARTMENT.

WASHINGTON, Sept. 3.

A gentleman who came from near the Chain Bridge, this afternoon, reports that skirmishing is going on to-day, on the Virginia side of the river.

The advice received to-day at the Treasury Department, with reference to the progress of the patriotic loan, are very encouraging.

Heavy firing has been heard this morning from beyond Arlington, but there is no news of any fight. Still the town is in an excited state, and there is a general expectation of a battle.

It is said that the President will not issue any proclamation closing the rebel ports; but the blockade will be strictly enforced.

FROM GEN. BANKS' COLUMN.

REBELS ROUTED.

SANDY HOOK, Sept. 3.

The Massachusetts Thirtieth regiment surrounded the Charlestown Home Guards Cavalry about two o'clock this afternoon at Behr's Mill, two and a half miles above Harper's Ferry, and took twenty prisoners, having first killed three and wounded five of the secessionists