THE DAILY EVENING TELEGRAPH-TRIPLE SHEET. -PHILADELPHIA, WEDNESDAY, DECEMBER 19, 1866.

INSURANCE COMPANIES.

NORTH AMERICAN TRANSIT INSURANCE COMPANY.

No. 33 South FOURTH Street

PHILADELPHIA. Annual Policies usued against General Accidents Il descriptions at exceedingly low rates. Insurance effected for one year, in any sum from \$100 to \$10,000, at a premium of only one-half per cont., securing the full amount insured in case of death, and a compensation each week equal to the whole pre-mium pad

Short time Ticketafor. S, S, T, or 10 days, or 1, S, or 5 months, at 10 centsals". mauring in the sum of \$3000, or giving \$16 per weekn Msabled. to be had at the General Office, Ne. 133 S. FOURTH Street, Philadeiphia, or at the various Railboad Ticket offices. He sure to purchase the tickets of the North American Transl Insurance Company.
 For circulars and further information apply at the General Office, or of any of the authorized Agents of the Forms and.

General Office, or or any of the mathematical Agents of the 'Ompany'. LEW18 L. HOUPT, President, JAMES M. CONRAD, Treasurer HENRY C. BRUWN, Secretary. JOHN C. BULLITT, Solicitor. DIRECTORS.
L. L. Houpt, late of Pennsylvania Bailroad Company J. E. Kingsley, Continental Hotel.
Bannel C. Falmer Cashler of Com. National Bank. H. G. Leisenring, Nos. 237 and 239 Dock street. Jankes M. Conrad, firm of Conrad & Walton, No. 62 darket street.

Market street. Enoch Ecwis, late Gen. Sup't Penna R. H. Andrew Mebulley, S. W. corner of Third and Walnut

reets. G. C. F'anciscus Gen. Agent Penna B. R. Co. Thomas K. Feterson, No. 3038 Market street. W. W. Kurtz, firm of Kurtz, & Howard, No. 25 8 Third street. 13 10m

1829-сн	ARTE	R PERPETU	AL.
Franklin		Insurance	Co.
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Charles & Bancker, Tobias Wagner, Samuel Grant, George W. Richards, Isaac Lea, Edward C. Dale, oblas Wagner, anuel Grant, scorge W. Richards, saacies, CHARLES N. BANCKER, President. LOWARD C DALE, Vice-President. JAS. W. MCALLISTER, Sccretary protem. 23112

E

M 0 VAL. The Girard Fire and Marine

Insurance Company

HAVE REMOVED TO THEIR

NEW OFFICE,

NORTHEAST CORNAR

HESNUT and SEVENTH Streets.

PHILADELPHIA. 1 199

TIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY. Capital and Assets, \$16,000,000. Invested in United States, \$1,500,000. Total Premiums Received by the

Company in 1865, \$4,947,175. Total Losses Paid in 1865, \$4,018.250 All Losses promptly adjusted without reference t

GOVERNMENT SALES. SALE OF GOVERNMENT VESSELS AND QUARIERMASIER'S PROPERTY. DEPOT QUARTERMASTER'S OFFICE. DEPOT QUARTERMARTER'S OPPICE. BALTIMORE, Maryand, December 10, 1896 Will be sold at public auction, at the port of Bal-timore (Fardy's Wharf, south side of Basin), on THURSDAY, 20th inst., at 12 o'clock M., The splendid side-wheel steamer "CI IY OF ALBANY," rebuilt in 1864, of — tons, length, 200 feet; breadth of beam, 35 feet; cepth of hold, 10 feet; cylinder, 40 inches, and 12 feet stroke. Also, the steam tug "ISLANDER," of — tocs; length, 58 feet; breadth of beam, 14 "ISLANDER," of — tous; length, 58 feet; breadth of beam, 14 feet; depth of hold, 7 feet; and 17-inch cylinder. Both vessels of light draught, hals sound and strong, and engines and boilers in good condi-toon. A small quantity of Quartermaster's property, consisting of 11 archors and 22 095 pounds of chain cable, will be disposed of at the same time and place to the highest bidder. Terms-Cash, in Government funds, on the day of Inquiries respecting the same may be addressed to the undersigned, or to the auctioneers, Messrs ADREON, I HOMAS & CO., No. 18 S. CHARLES Street. By order of the Quartermaster-General. A. S. KIMBALL, Captain and A. Q. M., U. S. A., 12 14 5t Depot Quartermaster. CALE OF QUARTERMASTER'S STORES. CLOTHING DEPOT, SCHUYLKILL ARSENAL PHILADELPHIA, December 18, 1866 Will be sold at public arction, on account of the United States, at the Schuykill Arsenal, Gray's Ferry Road, Philadelphia, on SATURDAY, De-cember 22, 1866, at 11 o'clock A. M., the following named articles of Quartermaster's Stores, viz :-Tent Cuttings Leather Scraps, Old Iron, Old Rope. Old Baling. Old Baling. Old Paper, Leather Knapsack Linings. Old Packing Boxes, etc. The property must be removed within five (5) days from day of sale. Terms—Cash in Government funds. l erms-Cash in Government By order of Brevel Brig.-Gen, GEO, H. CHOSMAN, Brevel Brig.-Gen, GEO, H. CHOSMAN, Assistant Quartermaster-teneral, U. S. Army. BENRY W. JANES, Captain and A. Q. M., Brovet Major, U. S. A. 12 18 4tj Fxccutive and Inspecting Officer. 12 18 41) SALE OF OLD AND UNSERVICEABLE CANNON, SMALL ARMS, AND MISCEL-LANEOUS ORDNANCE STORES. BUREAU OR ORDNANCE, NAVY DEPARTMENT, WASHINGTON CITY, December 13, 1866 On the tentb (10th) day of January, 1867. THURS-DAY, at noon, there will be sold at public suction, in the NORFOLK NAVY YARD, to the highest bidder, a lot of old and unserviceable cannon, arms, and miscellancous atticles of naval ordnance. The cannon, shot, and shell will be sold by the pound, and the small arms and other miscellaneous articles of ore nance in lots to suit purchasers. Terms—One-halt cash in Government funds, to be

deposited on the conclusion of the sale, and the remainder within ten days afterwards, during which time the articles must be removed hom the Navy Yard, otherwise they will revert to the Gov-ernment. H. A. WISE, 12 15stuth (1 10 Chief of Bureau.

SHIPPING.

entreney Tickers can be the apply at the Company's ing for their niends. For inriher information apply at the Company's offices. 87 No. 111 WALNUT Street, Philada.

STAR LINE

PAILROAD LINES.

R E A D I N G B A I L B O A D GREAT TRUNK LINE. FROM PHILADELIPHIA TO THE INTERIOR OF FENNSYLVANIA. THE SCHUYLKILL, SUBQUE-HANNA, CUMBERLAND AND WYOMING VAL-LEVE, THE NORTH, NORTHWEST, AND THE CANADAB.

WINTER ABRANGEMENT OF PASSENGER TRAINS,

Oc ober 8, 1866, Leaving the Company's Depot, at THIETEENTH and CALLOWHILL Streets, Philadelphia, at the following

AFTERNOON EXPRESS Leaves Philadelphia at 8:30 P. M., for Reading Potts-Harrisburg, etc., connecting with Reading and mbia Railroadt rains for Columbia, etc.

C mbis Railroad rains for Columbia, etc. READING ACCOMMODATION Leaves Reading at 6500 A. M., stopping at all way sta-tions, arriving at Philadelphia at 9400 A. M. Returning, leaves Philadelphia at 430 P. M.; arrives in Reading at 750 P. N. Trains for Fulladelphia leave Harrisburg at 850 A. M., and Foursville at 854 A. M., arriving in Philadelphia at 100 P. M. Afternoon trains leave Harrisburg at 2510 P. M., Puttsville at 245 P. M., arriving in Philadelphia at 645 P.M.

6 45 P.M.

6 45 P.M. HARRISBUEG ACCOMMODATION Leaves Reading at 7 20 A. M., and Harrisburg at 4 10 P. M. Connecting at Reacing with Afternoon Accommo-dation south at 6 30 P. M., arriving in Philadelphia at 9 10 P. M.

Market train, with passenger car attached, leaves Phila-Market train, with passenger car attached, leaves rain-delphia at 12 '6 noon for Reading and all way stations. Leaves Reading at 11 '30 A. M., and Downingtown at 12 30 P. M., for Philadelphia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Potteville at 500 A. M., and Phila-delphia at 515 P. M. Leave Philadelphia for Reading at 8 00 A. M., returning from Reading at 425 P. M. CHESTER VALLEY RAILEOAD.

Passengers for Downington and intermediate points take the 7:30 and 8:15 A. M. and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 7:00 A. M.

Philadelphia, returning from Downingtown at 700 A. M. and 12:30 noon.
 EW YORK EXPRESS FOR PITTBBURG AND THE WEST
 Loaves New York at 7 and 9 A. M. ard 8:00 P. M., passing Reading at 1:06 and 11:53 A. M. and 1:48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Bailroad express trains for Pittsburg, Chicago Williamsport, Etmina, Baltimore, etc.
 Returning, express train leaves Harrisburg on arrival o the Fennsylvania express from Pittsburg at 3 and 9:06 A. M., and 9:15 P. M., passing Reading at 4:49 and 19:52 A. M., and 9:15 P. M., passing Reading at 4:49 and 19:52 A. M., and 9:15 P. M., Passing Reading at 4:49 and 19:52 A. M., and 19:55 P. M., Bleeping cars accompany these trains through between Jersey City and Pittsburg, without change.
 A mail train for New York leaves Harrisburg at 2:10 P.

change.
A mail train for New York leaves Harrisburg at 2:10 P.
M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Fottsville at 7 and 11:30 A. M., and 7:15 P.
M., returning from Tamaque at 7:35 A. M. and 1:40 and 4:15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains Leave A. Anner at 7:50 A. M. for Harrison.

Trains leave Auburn at 7 50 A. M. for Pinegrove and Harriaburg, and 1:50 P M. for Pinegrove and Tremont, returning from Harriaburg at 320 P. M., and from Tre-mont at 7:55 A. M. and 5:55 P. M.

returning from Harrisburg at 3 20 P. M., and from Tre-mont at 7 55 A. M. and 5 25 P. M., and from Tre-mont at 7 55 A. M. and 5 25 P. M. TickETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. The following tickets are obtainable only at the office of S bRADFORD, Trensurer, Ne. 227 S. FOURTH Street, Philadelphis, or of G. A. NICOLLS, General Superintend-dent, Heading :-COMMUTATION TICKETS. At 25 per cent, discount, between any points desired, for tamilies and firms. MILEACE TICKETS, Good for 2000 mikes between all points, \$52'50 each, for families and firms.

families and firms SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN Residing on the line of the road will be furnished cards entiting themselves and wives to lickots at half inre. EXCURSION TICKETS From Philadelphia to principal stations, good for Satur-day, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, st THIRTEENTH and CALLOWHILL Streets. Streets.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and FREIGHT TRAINS Leave Philadelphia daily at 5 30 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward. MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal tations only at 3 10 P. M. 845

REIGHT LINES FOR NEW YORK AND connecting Railroada. INCREASED DESPATCH. THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAL TIMORE BAILROAD. TIME TABLE. Commending MONDAY, November 26, 1866. Trains will leave Depot. corner of BROAD Streat and WASHINGTON

leave Depot, corner of BROAD Street and WASHINGTON avenue, as iollows:-Express Train at 415 A. M. (Mondays excepted), for lialimore and Washington, stopping at Chester, Wilming-ton, Newark, Elkton, Northeast, Perryvne, Havre-de-Grace, Aberdsen, Perryman's, Edgewood, Magaolia, Chase's and Stemmer's Run. Way Mail Train at 816 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railload at Wilmington for Cristield and incermentate stations.

with Delaware Railcoad at Wilmington for Crisheld and intermediate stations. Express Train at 11 45 A. M. (Sandays excepted), for Baitmore and Washington. Express Train at 3 F. M. (Sandays excepted), for Bai-timore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elicton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Mag-uola, Chuse's and Stemmer's Bun. Night Express at 11 P. M. (dai 9), for Baitimore and Wash-irgton. Connects at Wilmington vith Delaware Railroad line (Saturdays excepted), stopping at Middletown, Smyras, Dover, Harrington, Scaford, Salisbury, Princess Anne, and connecting at Cristical with Boat for Norfolk, Portsmouth, and the South. Passengers by Boat from Baitmore for Fortress Mon-roe and Norfolk will take the 1144 A. M. train. WILMINGTON ACCOMMODATION TRAINS,

WILMINGTON ACCOMMODATION TRAINS, ping at all Stations between Philadelphis and Wil

mington, Leave Philadelphis at 12:50, 4:00, 6, and 11:30 (daily) P M. The 4:00 F. M. train connects with Delaware Railroac for Milford and intermediate stations. The 6 F. M. train na to New Castle. Leave Wilmington at 7 15, and 8:50 A. M., 3 and 6:30

(daily) P. M. FROM BALTIMORE TO PHILADELPHIA. Leave Baltim at 7.25 A. M., Way-mali, 9.20 A. M. Express. P10 P. M., Express. 6.85 P. M., Express. 8.26

Fr. m. Bajtmore to Havre-de Grace and intermediate stations at 410P. M.

TRAINS at 200P M. TRAINS FOR PALTIMORE. Leave Chester at 449 and 544 A. M., and 556 P. M. Leave Wilmington at 5 23 and 9 40 A. M., and 4 15 P. M. Leave Wilmington at 5 25 P. M., scopping at Havre-de Grace, Perryville, and Wimington. Also stops at Eliston and Newark to take passengers for Philadelphia and leave leaves Baltimore at 825 P. M., scophing at Havre-de Grace, Perryville, and Wimington or Baltimore, and Chester to leave passengers from Baltimore or Washington. Through Tickets is all points West, South, and South-west, may be procuried at Ticket Office. No. 825 Cheanture procet, a nder Continental Hotel Persons purchasing tickets at this office can paye their baggage checked at their residence by Graham's Baggage Express. mined to carry out a resolve made a long time before, and visit the lethargic region the borders of which are washed by the waters of the famous Tappan Zee. An hour's ride on the deck of a steamer not very remarkable for its speed, along a river unsurpassed by the Rhine 4 16 Bazgage Express. 4 16 H. F. KENNEY, Superintendent. of the Fatherland, and in sight of villas and

DENNSYLVANIA CENTRAL RAILROAD .-

low is situated. Market Sts. 35 minutes before the departure of each Train. Mann's Ess gage Express will call 10r and deliver isng gagest the Deput. Orders left at the Office, No. 631 Chos-hui street, will receive attention. place to have a suitabelguide-one to the manor burn-full of the incident and story of the

TRAISS LEAVE DEPOT, VIZ. :---

At first I thought that my request would be met with a refusal; but after a moment's delibera-

that, it a conveyance were included in the arrangement, he would gladly accompany me. Of course I assented to the condition enforced, and, feeling delighted that I had secured the guidance of one evidently so impregnated with the very spirit of the place, speedily began to leave the village behind me. A short ride brought us to a plain shaft of dolomite, created by the road-side, upon which

An UEL R. WALLACE, Toket Arent, at the basen by Special SAMUEL R. WALLACE, Toket Arent, at the Depot An Emigrant Train rurs daily (except Sunday). Fo. full periculars as to fare and accommodations, apply to 12 FRANCIS FUNK, No. 137 DOCK Street.

Monument, as well to commemorate a great Event, as to testily their high estimation of that Integrity and Patriousm which, rejecting every temptation, rescued the United States from most Immneut FOR NEW YORK .- THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Com-

"This," said my ciccrone, "is the first point of interest. Poor Major Andre was captured

SURRATT AS A POET.

11

the year in which it was finished."

present village ?"

freshet.

man to

"How came it to pass," I asked, "that this edifice was placed here, so far away from the

which the settlers would cenure. The river, supplying as it does ample power to turn the mill, was considered of great importance. On

the bank the manor-house was accordingly located. Tradition says that when Vrederyck Vlypse, the first lord of the domain, began to build the church, he laid the foundation, and then willdrew his laborers that they might repair the damage done to the dam by a recent freshet.

"No sooner, though, had they finished the dam than another freshest came one night and washed it away the second time. Nothing daunted, they soon had a stronger structure erected, when io! another freshet came and destroyed it. This discouraged the proprietor,

and he was about to give up in despair, when Harry, his tavorite alave, orcamed that the cause of his ill-success was the withdrawal of

his men from the charch. Let that be inisaed frst, the warning said, and the dam will stand.

He forthwith resumed work upon the church, and atterwards built the dam, which is doing

good service at this day. "The castle, or manor-house, which you see yonder, is full of associations. In 1756 Colonel

George Washington, then Commander-in-Chief of the Virginia forces, had occasion to commu-

nicate with General Shirley, and occasion to compat-pose left his headquarters at Winchester and travelled to Boston on horseback, attended by his aids-de camp. On his way he stopped in New York for a few days, and while there was

entertained by Mr. Beverly Robinson, between whom and himself a surong triendship existed. It happened while he was the guest of his host that he met Miss Mary Vlyose, or, as we spell it now. Fhillipse, the daughter of Vrederyck

It now. Phillipse, the daughter of Vrederyck Vlypse, who was born and reared here, and was deeply impressed by her rare accomplish-ments and beauty. My father used to tell it as a fact, well established in his day, that the young Colouel once rode up here to pay his respects to the object of his regard. However that may be, it is certain that he did stop at the

castle very frequently in after-years, when the country was in the threes of the revolution.

"A very singular story, which I recollect, illustrates well the bravery of the matrons of the times which tried men's souls. The subject

of it was Mrs. Cornelia Beekman, the wild of Gerard G. Beekman, who succeeded the Vlypse

family in the possession of the castle. "Some time before the capture of Andre, John Webb, an aid-de-camp of the Commander-in-Chief, while on his way from New York to Peeks-kill, stopped at the castle and asked Mrs. Beek -

tained his new uniform, and a sum of gold. 'I will send for it,' he added, 'in a few days; but do

not deliver it to any one without a written order from me.' A forinight after his departure, Mrs. Beekman saw an acquaintance, Joshua Smith,

whose loyalty to the national cause was doubt-ful, ride up to the house, and heard him ask her her husband for Lieutenant Webb's vallee. Mr. Beekman was about to comply

with his request, when his wife advanced and demanded a written order before she would relinquish her custody of it. Smith replied that he had none, the officer having had no time to write one; but added:-'You know

me very well, madam, and when I assure you that Lieutenant webb sent me for the valise, you ought not to refuse to deliver it to me, as he is in very great need of his uniform.' Mrsy Beekman had conceived a great dislike for

Smith before this, his known sympathy with the royalist cause being in marked contrast to her enthusiastic devotion to the colonies, and influ-

enced by it, she determined to hold on to her

charge until a written order of undoubted genu-incness should compel her to surrender it. Smith was vexed at her doubts; but his en-

treaties had no effect on her resolution, and, disappointed at the ill-success of his effort, he

rode away. The result proved that he had no

subsequently ascertained that, at the very time

Audre's capture the Lieutenant called in person

for his valise, and bore a message from Wash-

ington, thanking Mrs. Beckman for the prudence

slowly walking up the hill, past the old church.

into the cemetery, where all that is mortal of living lies buried. This home of the dead is most beautifully situated upon a slope which

Through the trees could be seen glimpses of the Hudson, while all around us were the

localities which the manical pen of Diedrich Knickerbocker has made forever celebrated. Who is there, I thought, who would not like to

sleep his last sleep amidst such surroundings as

these? We shortly came to the Irving lot. What

we shortly came to the irving lot. What suprised me was the perfect simplicity appa-ient in all its appointments. Within the enclo-sure, ranged in two lines, are the different graves. Each has a plain need-stone of mar-

sle, on which are inscribed the name and age

at death of the occupant. As will be seen, the

grave of Washington Irving does not differ from

those of the rest of the family. The inscrip-

WASHINGTON, SON OF WILLIAM AND SARAR S. IRVING, DIED

NOV. 28, 1859, AGED 76 YEARS 7 NO. AND 25 DAYS.

his body to this place," said my companion. "What a turn-out of notables and village people

there was! It was the longest funeral that

'Did you know him personally ?" I asked.

"Yes, for years; I was an officer of this ceme-tery when he bought this lot. He was from the

beginning charmed with the location, and always

said that his body should rest here by the side of

his mother. Many are the conversations I have had with bim at different times."

tondness for this spot. In "Wolfert's Roost" he says:-"And now a word or two about Sleepy

Hollow, which many have rashly deemed a fancitul creation, like the Lubberland of mari-ners." In the Legend in the "Sketch Book" he

thus fancifully describes it:--"From the listless repose of the place, and the

peculiar character of its inhabitants, who are descendants from the original Dutch settiers,

this sequestered gleu has long been known by

the name of Sleepy Hollow, and its rustic lads

are called Sleepy Hollow Boys throughout all

the neighboring country. A drowsy, dreamy influence seems to hang over the land, and to pervade the very atmosphere. Some say that the place was bewitched by a high

German doctor, during the early day of the set-flement; others, that an old Indian Chief, the prophet or wizard of his tribe, held his pow-wors there before the country was discovered by Master Hendrick Hudson. Certain it is, the

place still continues under the sway of some witching power that holds a spell over the min's

of the good people, causing them to walk in a

continual reverse. They are given to all kinds o' marvellous beliefs; are subject to trances and

visions, and frequently see strange sights, and hear, music and voices in the air. The whole net, bborhood abounds with local tales, haunted

stos, and twilight superstitions; stars shoot and meteors glace oftener scross the valley han

in : ay other part of the country, and the night-

We now passed out of the cemetery, and began to view more particularly the scenery of the Hollow. Irving appears to have had a special

"Well do I recollect the day that we brought

tion simply tells that

ever saw.

descends into the gorge of the Pocantico.

authority to make the an

take charge of his value, which con-

This was supposed to be the spot about

very midst of intensely classic scenes. Within a stone's throw was the old mill, built in 1685, the capacious flume of which, slowly but surely, The Cincinnati Gase 'e publishes what it is The Cholinnal Gaze's publishes what it is assured is a v rbatim copy of a poem composed by John H. surrat, while a student at St. Char.es College, Howard county, Maryland, June 3, 1860. It was copied by his college chum, James Hand, of Paterson, N. J., for his triend, Samuel Morrison, of Indiana. It was written by Surratt originally in Mr. Hand's album:--the capacious flume of which, slowly but surely, swallowed up the oddying waters before ma; while in front, only a tew paces off, stood the Dutch Church, surrounded by locust trees and lofty elms, from "which its decent white-washed walls shone modesily forth. Eke Christian beauty beaming through the shades of retire-ment." I enjoyed the prospect wastly. "Can you imagine anything more interesting than this ?" inquired my guide. "Look at the old sanctuary before you. Note how it is built. It is full as staunch and sound as it was in 1699, the year in which it was finished." album:--

Life. My youthful tears have all been she i.

Those April drops which flow Like springlets from the mountain's head, And in the sunshine glow.

The tears of youth have ceased to gush. Like nectar from mine eyes, And bitter ones instead I brush Away with sad surprise.

The currents of my lite grow deep As down the stream I float, And all its torrents wildly sweep Around my fragile boat.

Like some fair bird which wings its flight Far up the azure sky, My spirits soar with fond delight, More glowing heights to try.

Then round my soul are quickly thrown Clouds black with sorrow's gloom, And sullenly the winds do moan Around some loved one's tomb.

My heart is draped in darkest night My little barque is tossed, Till in my faitblessness and fright I cry, 'I sink ! I'm lost!"

A REMINISCENCE OF SLEEPY HOLLOW.

Last August, having a day to spare, I deter-

country-seats of great taste and beauty, brought

me to Tarrytown, a Dutch village of considera-

ble antiquity, cosily nestled among the hills, which here begin to assume proportions quite

formidable. Within its boundaries Sleepy Hol-

I have always found it best in visiting a strange

locality. Such a person, I felt sure, was to be found in a tail, gaunt-looking man whom I saw

conversing very earnestly in front of the news-room of the village. His appearance was quaint in the extreme, his garments being of ancient

pattern, while his genial face was marked with deep furrows, well cut in by the thorough ploughing of Time. "My friend," I said, approaching him, "I am come to view this classic neighborhood, and

want some one to act as my guide. Have you, tor a consideration, an hour or two to spare ?"

ion my newly formed acquaintance announced

was plainly visible the following inscription:---ON THIS SPOT The 28d day of September, 1780, the spy, MAJOR JUHN ANDRE,

Adjutant-General of the British Army, was cap-tured by JOHN PAULDING, DAVID WILLIAMS, and PAAGO VAN

All natives of this county.

HISTORY HAS TOLD THE REST. The People of Westchester County have erected this

peril, by baffling the arts of a Spy and the plots of

a Traitor. DEDICATED OCTOBER 7, 1853.

ATWOOD SMITH, General Agent for Pennsylvania.

OFFICE. No. 6 Merchants' Exchange PHILADELYBIA

Anticonstanta
 (8 116m)
 (8 116m)
 (9 116m)

SARUEL R. SHIPLEY, JEKEMIAH HACKER, JOSHUA H. MORBIS, CHARLES, MICHARD WOOD, RICHARD WOOD, SAMUEL R. SHIPLEY, SAMUEL R. SHIPLEY, SAMUEL R. SHIPLEY, THOM AS WISTAR, M. D., 1215 Medica Examiner, Legal Adviser,

THE INSURANCE EACLUSIVELT, -THE FENNSYLV.AIA FIRE INSURANCE COM-FANY-Incorporated 1825-Charter Perpetuai-No. 510 WALNUT Street, opposite Independence Square. This Company favorably known to the community for over forty years, commute to insure against loss or damage by hire on Public or Private Bundings, either germanently or for a limited time. Also on Furniture, stocks of Goods, and Merchandise generally, on liberal terms.

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

DIBE	CTORE.
Daniel Smith, Jr.,	John Devereux.
Alexander Benson,	Thomas Smith,
Isaac Hazlehursi,	Henry Lewis.
Thomas Robbins.	J. Gillagham Fell,
	addock Jr.
	EL SMITH, JR., President
WILLIAM G. CROWELL S.	servitory. 330

DHENIX INSURANCE COMPANY OF

PHENIX INSURANCE COMPANY OF PHILADELPHIA. INCORPORATED 884-CHARTER PERPETUAL. No. 224 WALSU' Street, opposite the Exchange. In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by FIRE, or libera terms on buildings, merchandise, furniture, etc., for imited periods, and permanently on buildings, by deposit of premium. The Company has been in active operation for more than SIX'Y YEARS, during which all losses have been prompty adjusted and paid. Dimetories.

DILLO	A WALCH
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Leave Doy'estown at 6-19 A. M., 3-15 and 5-30 P. M.

Leave Lansdale at 5 00 A. M. Leave Fort Washington at 10 50 A. M., and 2 15 P. M. ON SUNDAYS.

ON SUNDAYS. Philadelphia for Bethlehem at 9 A. M. Philadelphia for Doylestown at 2:30 P. M. Doylestown for Philadelphia at 7:20 A. M. Bethlehem for Philadelphia at 4:30 P. M. Phrough Tickets must be procured at the ticket offices, THIAD Street or BERKS Street. 5:21 ELLIS CLARK, Agent.

1866.-FHILADELPHIA AND ERIE RAIL-and Northwest Counties of Pennsylvania to the City of Erie on Lake Erie. It has been leased and is operated by the Fennsylvania Failroad Company. TIME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward-Erie Mail, 5 to P. M.; Erie Express Train, 120 P. M.; Elimita Mail, 5 to P. M.; Leave Westward-Erie Mail, 9 P. M.; Erie Express Train, 120 N. ; Elimita Mail, 5 to P. M. Leave Westward-Erie Mail, 9 P. M.; Erie Express Train, 120 N. ; Elimita Mail, 5 to P. M. Train, 120 P. M.; Elimita Mail, 5 to P. M. Tassenger cars run through on the Erie Mail and Express trains without change both ways between Philadolphia and Erie. nd Erie. NEW YORK CONNECTION. Leave New York at 9 A. M., arrive at Erie 10 00 A. M. Leave New York at 5 00 P. M., arrive at Erie 7:15 P. M. Leave Erie at 5:30 P. M., arrive at New York 4:40 P. M. Leave Erie at 5:30 P. M., arrive at New York 4:40 P. M. Elegunt Sleeping Cars on all the night trains. For information reasoning management business. For information respecting passenger business, apply at orner THIRTLETH and MARKET Streets, Phila.

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W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Uppar Ferry), commono

VV foot of MARKET Street (Upper Ferry), commenc-ing MONDAY, September 24, 1862.
 LEAVE PHILADELIPHIA AS FOLLOWS:--For Bridgeton, salem, Millville, and all intermediate studions, at 8 A M. Mail., 3:30 P. M., Passenger.
 For Woodbury, 8 A. M., 3:30 and 6 P. M.
 For Caps May, at 3:30 P. M.
 KeTUENING TRAINS LEAVE RETURNING TRAINS (ACVE)

RETURNING TRAINS LEAVE Woodbury at 745 and 850 A. M., and 454 P. M. Bridgeton at 705 A. M. and 850 P. M. Freight, 630 P. M. Baken at 650 A. M. and 350 P. M. Freight, 545 P. M. Miliwille at 655 A. M. and 350 F. M. Freight, 640 P. M. Cape May at 1145 A. M. Passonger and Freight. Freight will be received at Second Covered Wharf below Walnut street, from 950 A. M. until 550 P. M. Thai received before 756 A. M. will go through the same day. Freight Delivery, No. 228 S. DELAWARE Avenue. 10 J. VAN RENSSELLAER, Superintendent.

At 0 At 6 P. M., via Camden and Amboy Accommodation

At 6 P. M., via Camden and Amboy Accommodation and Emitrant, 2d cass. 186
At 10 A. M., 2 and 5 P. M., for Mount Holly, Ewans-ville, Pemberton, Birminaham, and Vincentown, and at 6 A. M. and 6 P. M. for Mount Holly only.
At 6 A. M. and 7 P. M. for Frechotd.
At 6 A. M. and 2 F. M. for Frechotd.
At 6 and 10 A. M. 412 M. 4, 5, 6, and 11:30 P. M. for Fish House, Palmyra, Elverton, Progress, Delanco, Beverly, Edgewater, Burlinhaton, Florence, Bordontown, etc. The 10 A. M. and 4 P. M. inses run direct through to Frenton.
LINES FROM KENSINGTON DEFOT WILL DEAVE At 11 A. M., 4'90, 6'45 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare \$3'06. Thu 6 a Fr. M. Line will run daily. All others Sundayz excepted.

excepted. 1739 and II A. M. S. 3930, 430, 5, and 645 P. M. and excepted.
At 739 and II A. M. S. 530, 430, 5, and 645 P. M. and 12 Mionight, for Bristol, Trenton, etc.
At 730 and 1015 A. M. 3, 430, 5, and 12 P. M. for Schenck's at 1016 A. M. 3, 6, and 12 P. M. for Schenck's At 720 and 1015 A. M. 3, 4, 5, 6, and 12 P. M. for Corn-well's, Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at S P. M. for Holmesburg and inter-mediate stations.
At 016 A. M. 3, 4, 5, 6, S. and 12 P. M. for Wissinomiag.
BELVIDERE DELAWARE; RAILKOAD,
For the Delawsre Kiver Valley, Northern Penasylvania, and New York State, and the Great Lakes. Daffy (Sun-chys excepted) from Kensington Depot, as follows: —
At 730 A. M. for Ningura Fails, Bufficio, Dunhirk Canan-daigua, Elmira, Ithaca, Owege, Rochester, Binghamton, Oswego, Syracuse, Great Bend Montrose, Wikesbarre, Scrauton, Stroudsburg, Water Gap, otc.
At 730 A. M. and 350 F. M. for Belvidere, Easton, Lam-bertville, Flemington, etc. The 320 F. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethiehem, etc.
At 5 F. M. for Lambertville and Intermediate stations.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN BAILROAD. On and after THURSDAY, November 1, 1886, until fur-

ther notice. FOR GERMANTOWN.

FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9, 10, 11, 13 A. M., 1, 2, 3. 4, 53, 4, 5, 54, 6 0, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 74, 8, 8 20, 9, 10, 11, 12 A. M., 1, 3, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11 F. M. The 3 20 down train, and 35 and 55 ap trains will not stop on the Germantown Branch.

ON SUNDAYS. Leave Philadelphia 9 14 A. M., 2, 7, and 10 M P. M. Leave Germantown 834 A. M., 1, 6, and 934 P. M.

CHESNUT HILL BALLROAD Leave Philadolphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M. Leave Chesnut Hill 7-10 minutes, 8, 9:40, 11:40 A. M. 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 minutes P. M. no ripple even disturbing its smoothness; while in the distance the air was full of hazy images of oream-like hills, which reached down to kiss the waters of Haverstraw Bay, that wide expanse which bold Hendrick Hudson sup-

Desve Philadelphia 2 M minutes A. M., 2 and 7 P. M. Leave Philadelphia 2 M minutes A. M., 2 and 7 P. M. Leave Chesnut Hul 7 50 minutes A. M., 12 40, 5 40, and 25 minutes P. M.

No wonder, I thought, that Washington No wonder, I thought, that Washington Irving thanked God that he was born upon the banks of the Hudson river. No other stream, FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 0, 855 11 05, minutes A. M., 114, 3 434, 534, 604, 805 minutes, and 115 P. M. Leave Norristown 540, 7, 750 minutes, 9, 11 A. M., 124 434, 634, and 8 P. M. The 554 F. M. train will stop at Falls. School Lane, Wis viewed apart from the prejudices which attach themselves to another nationality, can be com-pared with it. It is matchless, superb i What

The 5½ F. M. train will stop at Falls. School Lanc. Wisschlegen, Manayunk, Spring Mills, and Conshehocken only ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½ and 6½ P. M. Leave Norristown 7 A. M., 5 and 8½ F. M. FOI: MANAYUNK.
Leave Philadelphia 6, 8 55, 11:05 minutes A. M., 1 3, 495, 524, 634, 846, and 11½ P. M. Leave Manayunk 640, 752, 6 20, 9½, 1134 A. M., 2, 5, 6%.
8½ F. M. ON SUNDAYS. "This," said my iriend, "is the Pocantico, the Pockohantes of the Algonquins, the aborigines of the place. And this is the bridge alongside of which Ichabod Crane disappeared. He had

ON SUNDAYS. Leave Philadelphia S A. M., 5½ and 5½ P. M. Leave Manayunk 7% A. M., 5% and 9 P. M. W. S. WILSON, General Superintendent, Depot NINTH and GREEN Streets

HARD RUBBER ARTIFICIAL HARD RUBBER ARTIFICIAL LIMBS, Arms, Lega, Appliances for Deformity, etc. cr. These Limbs and fit; are the lightest, most durable comfort-able, perfect, and artisuic substituted yet invented They are approved and adopted by the United States Govern-ment and our principal Surgeons. Patented August 18 1865; May 22, ISSS; May 1, 1896. Address KimBALL & CO., No. 659 AECH Street, Philadelphia Pamphlet free. 9776m

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here. On the knoll, over there, the three guardsmen were amusing themselves as they best could while they watched the road. Preof this attempt on his part to secure the uni-torm, Andre was concealed in his house. After ently they saw him ascend the hill above us and come towards them. He was on his way from West Point to Dobo's Ferry, six miles below this, and supposed he was through the worst part of his journey; but the fates were that had prevented an occurrence which might have caused a train of disasters, for Webb and against him, and he was soon taken prisoner. "Eut why," I inquired, "do you call him poor Andre? He was a spy, and had he been suc-ce-stul, we should have been, in all probability, Andre were of the same height and form; and, beyond all doubt, had Smith obtained possession of the uniform, Andre would have made his escape through the American lines." During this parration our horses had been should we gloss over his offense?"

"I make, sir," answered my companion, "a bread distinction between the spy and the traitor. The one risks all to benefit the cause which lies nearest his heart; the other does all that he can to rain one which he professes to support. Treason, to me, ever will be odlous, and I cannot make light of it. But such was not the gailant Andre's offense. He did but his

unity." My guide, I saw, was approaching a favorite hobby, and was waxing warm. I therefore changed the subject. "Where," I asked, "are Andro's captors

"The State of New York provided very libe-rally for them," he replied. "It gave each one a farm, on which he settled. Pauloing is buried

in the Episcopal cemetery at Peekskill; Van

Wart lies among the Greenburgh hills, a few miles east of us; and Williams sleeps at Living-

The spot upon which we stood was one of great natural beauty. North and south the

ioad wound, with innumerable foldings, along beautiful residences, while here and there luxu-

riant maples and locusts meeting overhead

tormed waving arches of emerald green. On the east, the long corn leaves in a neighboring

deld mingled in a most soothing manner them rustling music with the quiet utterances of the

brook which puried beneath our feet. On the west, the Hudson, bright with the reflection of

the midsummer sun, flowed lazily towards the sea. The broad Tappan looked like a mirror,

osed was the termination of the first upland

arandeur there is in the abrupt-looking Pali-sades! how majestically they rise out of the water! And the hills, with what picturesque

beauty do they slope from their summits to the water's edge! We next came to a rustic bridge

eeu to the merry-making at Baltus Van Tas-

sell's homestead, and was returning, when, at the spot we have just left, where Andre was

captured, then known as Wiley's swamp, he heard the strange rider. Whipping up old Gun-powder, he attempted to turn up the Bedtord road, which led directly to his boarding-place;

but failing in this, endeavored to gain the shell

ter of the church before us. As he reached the bridge he received the tremendous blow which threw him from his steed. The next morning the animal was found grazing in the church-yard, but Ichabod had disappeared, and was heard leading the Dutch lads and lassos in the church or teaching the children their

in the choir, or teaching the children their

This recital of my well-posted informant in-

tensed me exceedingly. I was now in the

which spanned a silvery brook.

ussins, no more."

tione, in Schonarie county."

buried ?"