

THE CONFLAGRATION AT GROTON, CONN.

THE BURNT STEAMER COMMONWEALTH.

THE LOSS A MILLION AND A HALF.

From the N. Y. World, of this Morning.] About 1 o'clock on yesterday morning the watchmen and night hands employed at the depot at Groton, Connecticut, were startled by the sudden appearance of flames in the vicinity of a sleeping room of the depot. As no fire was ever known for any purpose in that part of the building, several of the men who perceived the flames first gave the alarm and in a few minutes all the hands were immediately leaping high into the air, and every effort was made to extinguish the flames by throwing buckets of water on the spot, and the flames were, in a short time, confined to but one portion of the vast depot.

The Commonwealth was, at the time of the fire, lying at the foot of the wharf of which the depot is a part. She had just arrived from New York, with a full cargo of freight for Boston, and quite a number of passengers had already engaged their passages and berths. Fortunately, however, none of them happened to be on board at the time of the fire, otherwise the fire and rapid were the flames in their progress, we might, in all probability, have to record the intelligence of another terrible loss of life by fire. The engine had, for some time, confined the fire to one portion of the building, but a fresh breeze suddenly sprung up, and the efforts of the firemen and employees of the depot to save it from total destruction were unavailing, and in the twinkling of an eye, the flames had extended to the whole structure, and running along the wharf, the fire had reached the Commonwealth in a sheet of fire that shot high into the heavens and curled around her decks, roaring and crackling like some fierce beast of the forest. The tide was low at the hour of the outbreaking of the fire, and loaded down with an immense quantity of freight, it was found impossible to shove her out into the stream, and she was therefore left to her fate. In an hour's time she was burned to the water's edge. So all-destructive and rapid in its headway was the fire, that but little time was afforded the crew to save anything, and with the exception of sundry articles of attire which were seized by the employes on the moment of the alarm, everything was consumed and destroyed. Several hundred jump overboard and swim ashore in order to save their lives.

The Commonwealth was built in 1855 for the Norwich and New London Steamship Company by the firm of Lawrence and Foulkes, of Williamsburg. She was one of the fine specimens of a "floating palace" that was ever built for the purpose of carrying passengers, and was, we believe, the vessel which drew forth a few years back, from an American correspondent of a leading London paper, a eulogium on the "floating palaces" and their builders. Her accommodations for passengers were of the most extensive kind, she had often carried a thousand passengers on a single trip, and she was, in all convenience. She had one hundred and twenty state rooms, with sleeping berths for six hundred. Like all the lately built steamers of the Norwich line and Hudson River companies she was heated with cold water with steam, and lighted by night with gas. Her grand saloon cost alone, it is said, \$30,000. Her engines were constructed by the Morgan Iron Works, and the joiner work on the vessel was done by Reed, Tice & Hamilton, superintended by Samuel Hawkins. At the time she was delivered to the company after completion she cost \$250,000. A boat of her description could not be built at the present times of high-priced materials for less than \$300,000. About seven years ago she was sold to the Plymouth Rock, now on the dry dock undergoing repairs, is to be placed on the line to supply the deficiency in the number of the Company's vessels by the planing of the Commonwealth. She will soon be ready for use, and will make regular trips, as usual.

The depot, at Groton, was an immense structure, built with stout timbers firmly braced with iron, and its destruction has caused considerable loss to its owners. It was three hundred feet in length, and by seventy-five feet in breadth, and was so constructed as to receive several trains at the same time. All the necessary accommodations for passengers and freight, such as waiting rooms, baggage and ticket offices, were fitted up on a grand scale in the building. Leading to the boat, the depot was covered by passages and ways, through which the passengers from the cars were enabled to reach the boat in all weathers without discomfort. At the time of the fire there were about thirty-four cars in the depot—several baggage and a few passenger—were entirely destroyed before they could be drawn out.

The insurance on the Commonwealth was exceedingly small, when the immense value of the boat itself, with its luxurious furnishings and appointments, is taken into consideration. In the construction of the vessel her contractors had fitted her up with every means of fire escapes and fire preventives which their ingenuity could invent, and from this fact her owners never had the slightest fear of her ever being destroyed by fire, and in their confidence as to her safety from such danger, had her insured but for \$80,000 in several city companies. The total loss by the fire—depot, steamer and freight—will not, it is said, fall below \$1,500,000 at the lowest computation.

An Exploit of the Shenandoah

The Pacific Commercial is a most lively paper published at Honolulu, Sandwich Islands, relates the following story: A good story is told by some of the unfortunate victims of the Shenandoah, of the way in which Capt. Green, of the whaler Nassau was trapped by the pirate, which verifies the old adage that "all is not gold that glitters." Several of the whaling crews on the island one fine morning in June, near Behring Straits, patiently waiting for the ice to clear away, so that they might pass through, were sent on board, or were looking for what would be better, the spouting of large bow-head whales, when the Captain Green spied smoke on the horizon, twenty or thirty miles off, where several ships were known to be cruising. Watching intently, he observed another and still another column of dense, oily smoke arising, and exclaimed, "By Jove, there's a ship, half a dozen of 'em all a boiling, and we haven't seen a whale for a week!" Instantly the order was given to "beat ship," and never did gallant tars more cheerily "round in the weather braces" and "square away" than when the Nassau's prow was pointed to join her companions in the luck they were supposed to have met. All hands flew around lively, and the boat was put in trim, with lines, bombs and harpoons, while every man counted on his share of the expected prize. On the good ship sped, dashing the water before her, as if she was bound on long cruise, and nearer and higher the dark columns of smoke came, till the sky was now to six or eight vessels "boiling in." "Good luck for once," shouts an eager boatsteerer; "the sea is alive with bow-heads, only waiting for us, and never will there be a jollier set than the crew of the ill-fated Nassau when she was bound for that 'boiling-in' scrape, for not the slightest suspicion had arisen that the smoke seen was a pirate's work, until she was proached within a few miles of the scene, and saw the hated craft with her pirate signal flying, and then she was bound to the stranger craft, and in a few moments had her prize within range of her guns. The rest is briefly told. A boat's crew from the pirate was sent on board, the officers and seamen were ordered off the vessel, and a few articles were taken from the vessel, and the torch applied to her hold. In a few moments the Nassau was on the fleet of whalers "boiling down," making the ninth vessel destroyed on the 28th of June by the pirate ship Shenandoah. The result showed that instead of the Nassau's boiling down two or three whales a day, the pirate Waddell "boiled her" to the waters edge.

From North Carolina.

WILMINGTON, N. C., Dec. 29.—The boat accident at the Sound, mentioned yesterday, should have been located at Fossil Inlet. The party mentioned were seen out of the inlet. The boat swamped in the surf, the tide running out strong, with the wind off shore. One man got on the bottom of the boat and drifted out to sea. The others were immediately drowned. The boat floated ashore the next morning empty. The names of the persons lost are unknown. The officers of the Equal Rights Association (colored) publish an address on Wilmington, disclaiming any secrecy being attached to the organization. They say the object of the League is to secure by political action means as far as may be, the repeal of all laws and parts of laws, both State and National, that make distinctions on account of color. They add: "This is our object in all its length and breadth. We, therefore, aspire to the condition and privilege of freemen. We do not desire a natural right, but a right dictated of self respect."

"We ask an opportunity to show ourselves worthy to be free, or propose to attain the condition and privileges of freemen by becoming intelligent, by industry, by virtue, by piety. Is not the object a noble one, worthy of freemen? The means proposed for attaining it are moral and respectful. We disclaim the remotest notion of enforcing our claims by violence. Does any one suggest insurrection, we throw upon him and denounce him." "We do not propose to maintain good order. Our arms and our lives, if necessary, are at the service of the Government to quell and crush insurrection. Having done this, we shall demand of the lawful authority protection for our property, schools, presses and churches.

The negroes are preparing for a grand celebration on the first of January. General Crook promised them protection, if necessary, in an orderly demonstration; but no protection will probably be accorded. Arrived, schooner Willie Dill, from New York.

RALEIGH, N. C., Dec. 28.—We have news here from Milledgeville of the loss of the steamer Constitution, from Savannah to New York, with fifty-four souls on board, all lost except fourteen of the crew.

A Naval Paymaster Robbed of \$20,000. [From the Cairo Democrat.] A daring robbery was perpetrated at Mound City on Thursday night, when a steamer Constitution, from Savannah to New York, with fifty-four souls on board, all lost except fourteen of the crew.

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MARRIED.

BEAVER—MILLER—In Bellefonte, Dec. 26, by the Rev. M. M. ...

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AMUSEMENTS.

AMERICAN ACADEMY OF MUSIC. ...

GRAND ITALIAN OPERA. ...

CLARA LOUISE KELOGG. ...

FULL GRAND FANFARE. ...

TUESDAY, January 24. ...

WEDNESDAY, January 25. ...

THURSDAY, January 26. ...

FRIDAY, January 27. ...

THE SALE OF SEATS FOR MONDAY AND TUESDAY ...

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FANCY GOODS.

HOLIDAY GOODS, and Toys. ...

DARE'S, 1406 Chestnut Street. ...

CHRISTMAS PRESENTS. ...

HOLIDAY GIFTS. ...

DRESSING CASES, Card Receivers, ...

FANCY LEATHER GOODS, CUTLERY. ...

MIRRORS, Rich Work Boxes, ...

Bronze Ink Stands. SNOWDEN & BRO., ...

23 South Eighth Street. Christmas Presents. ...

Ladies' Walking Hats, "The Derby," ...

THEO. H. MCALLA, At His Old Established Stand, ...

804 Chestnut street. RICH FANCY GOODS ...

JUST OPENED AT BENNETT'S ...

FANCY BAZAAR AND DEPOT FOR ...

PARIS NOVELTIES AND SPECIALTIES ...

No. 90 North Eighth Street, WEST SIDE, ...

ABOVE MARKET. SILVER MINING. ...

REVENUE EXTENSION. ...

SILVER MINING COMPANY OF NEVADA. ...

Subscription Price, \$10 Per Share, Full Paid. ...

Office of the Company, 55 SOUTH THIRD STREET, ...

Where Subscriptions are received. ...

SAMPLES OF ORE FROM THE MINE CAN BE SEEN AT THE OFFICE. ...

Philadelphia and Reading Railroad. PATENT WIRE WORK! ...

The subscribers are the only and exclusive manufacturers of the ...

Under the Jenkins Patent in this city, and would call the attention of the public to their varied and extensive assortment of patterns and ...

Styles of Railings, Store Fronts, Door and Window Guards, Bulwark Netting for Ships, &c., &c. ...

All orders promptly executed. Liberal discounts made to Architects and Builders. ...

ROBERT WOOD & CO., 1136 Ridge avenue. ...

FOR SALE—A copper STILL, for Alcohol in common use. ...

GENTS' FURNISHING GOODS.

New Year's Presents! New Year's Presents! ...

Gentlemen's Furnishing Goods. LINFORD LUKENS ...

At the N. W. corner of Sixth and Chestnut Streets, ...

Offers the annexed list of Goods suitable for Presentation to Gentlemen: ...

Rich Cashmere Scarfs, Figured Satin Scarfs, Silk and Satin Neck Ties, ...

Courtyer's Double Stitched Kid Gloves, Fine Buck and Fawn Gloves, Cloth Beaver and Silk Gloves, ...

Embroidered Suspenders, Fancy Silk Suspenders, Hemstitched Pocket Handkerchiefs, ...

Silk and Zephyr Wrist Comforts, Buck Gaiters and Driving Gloves, ...

Porte Monnaies and Purses, and a variety of other articles suitable for Gifts. ...

LINFORD LUKENS, N. W. corner Sixth and Chestnut. ...

GENTLEMEN'S WRAPPERS. ...

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The largest assortment in the City. J. C. ARRISON, ...

Nos. 1 and 3 North Sixth Street. 1866. HOLLIVAYS! 1866. ...

WINCHESTER & CO., 706 CHESTNUT STREET. ...

SCARFS, SHIRTS, SUSPENDERS, HANDEKERCHIEFS, ...

SKATING JACKETS, GLOVES, ...

WRAPPERS AND BREAKFAST JACKETS, COMPRISE USEFUL AND ATTRACTIVE PRESENTS FOR GENTLEMEN. ...

825 ARCH STREET. Holiday Presents FOR GENTLEMEN. ...

Wrappers, Mufflers, Gloves, Ties, Fine Shirts, ...

Silk, Merino and Lamb's Wool Under Clothing, In great variety, at ...

HOFFMAN'S Gentlemen's Furnishing Store. ...

825 ARCH STREET. Holiday Presents for Gentlemen. ...

Just received, an elegant assortment of new styles of Scarfs, Ties, ...

Gloves, Suspenders, Handkerchiefs, Wrappers, Smoking Jackets, ...

Carriage Rugs, Mufflers, And a great variety of Men's Furnishing Goods. ...

J. W. SCOTT & CO., No. 814 Chestnut Street. ...

FLOUR! FLOUR!! "Pride of the West." "Husselman." ...

"Eagle of Ft. Wayne." "Lebanon Choice." "Lewistown." "Paxton." ...

Brooke & Pugh, Nos. 1731 and 1733 Market Street, ...