

Marine Disasters at Nassau. United States Consul Kirkpatrick, at Nassau, in a letter dated October 10th, addressed to the State Department, says: "I have the honor to inform you since my despatch No. 170 was forwarded via Havana, that I am able to give you more correctly the losses to shipping in this vicinity to those who have arrived from Nassau. There are a great many of whom nothing will be known. The British schooner Elise, from Tenerife for Nassau, totally wrecked at Andros Island—all hands were saved; the British barque Tickle, Friend master, from New York for Havana, with a general cargo, totally wrecked at Eleuthera on the 30th of September—all hands saved. The British brig Active, Willingate master, from St. John for Matanzas, with a cargo of lumber, has arrived at Nassau in distress. She lost her topmast and part of the deck lost. The U. S. Steamer Tahoma, Gibson commander, from Pensacola, in distress. She sailed, and proceeded on her voyage. The American brig John Hastings, of New York, was seen on the 5th, abandoned, in latitude 19°. Foremast gone, mainmast-head gone, the sails in ribbons, and the boats on deck bottom up.

The American schooner Lathrick, of New York, Bahoff master, broke from her anchorage at Nassau, in the East Harbor, and arrived here on the 8th, with the loss of anchors, chains and main hatch. The American bark John Carter, of Brunswick, Maine, was first in the harbor. She was bound for Havana bound for Turin Island. She lost her masts, rudder head and sustained other material damage. She was brought in through the assistance of a wrecker, who assisted in getting her off. In the Southwest bay, the American bark Anne Parker, master, of New York, from Havana bound for Turin Island, arrived here on the 13th; was off here on the 7th, but could not enter. Her mainmast was gone, and she received other material damage. A British bark, of the name of the same, was wrecked at Great Stirrup Bay. She was captured and went to pieces, all hands being lost. Five bodies were picked up, nearly naked. The American brig-Hydra, of Eastport, Me., J. B. Nichols, master, was brought here by wreckers on the 14th inst. She was from Wilmington, N. C., for Havana, with a cargo of sugar. Her masts were gone, and she was otherwise injured.

The American brig John N. Cushing, of Newburyport, W. W. Swap, master, from Boston to Nassau, with a cargo of sugar, arrived here on the 9th inst., with mainmast gone and foretop and mainmast head wrung off and other damages. Chas. M. G. second mate, was washed overboard on the 8th inst. The British bark Suisal, of London, Gibson master, from Nassau for Liverpool, was wrecked by the American bark, being badly on the 21st inst., at Turtle Rocks. The crew were saved.

The American brig Rival, of New York, J. P. Monish, master, was wrecked at Andros Island and abandoned. She was from New York, bound to Galveston with general cargo, partly saved and brought to Nassau. She was wrecked on the 21st inst. The crew and officers were saved. The crew consisted of T. R. Monish, Master; W. W. Delane and Roderick Dhu, mates, and Alfred Polk, George W. Green alias Mason, Joseph Allen, Dennis Carver, and Nathan, seamen. They have all arrived here.

The American bark L. Willis Rich, of Stockton, Me., J. L. Fauno, master, from Boston to Nassau, was wrecked at Andros Island, and abandoned. She was from New York, bound to Galveston with general cargo, partly saved and brought to Nassau. She was wrecked on the 21st inst. The crew and officers were saved. The crew consisted of T. R. Monish, Master; W. W. Delane and Roderick Dhu, mates, and Alfred Polk, George W. Green alias Mason, Joseph Allen, Dennis Carver, and Nathan, seamen. They have all arrived here.

Also, the American brig William Henry, William Henry master, bound for Nassau, was wrecked on the morning of the 2nd inst., at New Gordo Abaco, after striking. Three of the crew were saved. The crew consisted of: William Baker and William James, of Buffalo, N. Y., and James Brown, of Brooklyn, N. Y. The other officers and remainder of the crew were brought to Nassau, with a small portion of her effects. The names of the officers and crew arriving here are as follows:—William Barnard, master; Theodore E. Jones, mate; Chas. Bishop, mate; and Peter Derlem and Charles Johnson, seamen.

British brig Grace Worthington, Dessant, master, from New York to Belize, Honduras, and to Nassau, was wrecked on October 12th, partially dismantled, with loss of rudder. American brig John R. Plater, of North Conn., James W. Yates, master, from New York for Havana, with general cargo, totally wrecked at Eleuthera, on the 1st inst. Portion of her cargo, with officers and crew saved. The crew consisted of: Officers and crew as follows:—James W. Yates, master; Albert R. Douglas and Michael J. Nicholson, mates; John S. Bradley, R. M. Fowler, Charles McPherson, Henry White and Patrick Moore, seamen. Henry Old American brig Baltic, John Maddock, master, of New York; from New York to Galveston, with general cargo, was wrecked at Eleuthera and totally wrecked, on the instant. Small part of cargo, with officers and crew, brought to Nassau. Her officers and crew saved. The crew consisted of: George W. Mitchell, master; John D. Boyer, mate; James H. Ferry, George Johnson, George Vibhal and John Brown, seamen. British Brig Chlie, Whitehead, master, from Nassau for Havana, with coal, totally wrecked at Andros Island on the 1st of October.

American Eagle, of Boston, bottom up at Cat Island, San Salvador. Many dead bodies picked up on shore. She was loaded with general cargo. A large number of bodies have already floated on shore, which would indicate she was from some European port and had emigrant passengers on board. The owners of her cargo, if American interest, should at once put in their claims of the proceeds of the cargo, subject to salvage and expenses of the court here. American brig Joseph Baker was condemned and totally lost at Matthewsown, Inagua. American brig Julia Bartlett, of Bangor, Me., from Nassau for Philadelphia, totally wrecked near Lantern Head, Inagua. Crew saved, with exception of two men, who were drowned. Materials sold at Nassau. British schooner Laura, carrying 1100 lbs. S. Bismark, master, dismantled, at Harbor Island.

American brig J. P. Elliott, of Boston, Jonathan Baker, master, from Bangor, Me., for Nassau, with lumber, being dismantled, drifted on reef at Harbor Island on the 10th inst. The crew and officers were saved. The crew consisted of: Officers and crew as follows:—Jonathan Baker, master; Harvey Watson and William Wolf, mates; and Charles M. Trip, John Franks, Jas. Donald and Patrick Farley, seamen. A French barque, towed into Mayaguaya, ten-porarily rigged, and carried to Matthewsown, Inagua, loaded with logwood. A three-masted schooner, cargo being taken into Green Turtle Bay, Abaco. A large centre-board schooner, total wreck

on Crossing Rock, Abaco. All hands drowned. No name or nationality. Part of chronometer box, marked P. L. Dembrey, New York, was picked up near the wreck, which may lead to her identity. She was loaded with cocoa nuts, which were pitched. A large vessel, name ascertained to be Raton, her port and destination, loaded with lumber, bottom up, at Berry Island, All drowned. Schooner Advance, formerly of Baltimore, transferred to the Baltimore and Bahamas Guano Company, was totally lost with her entire crew. Ten of her original crew, on board at the time of the disaster, are supposed to belong to Baltimore. The American schooner Union, of Harrington, reported in my last as having been driven ashore, will probably be afloat in a few days, as well as the British warship Nimble. This comprises all that has been ascertained up to this date. But I fear there are many not yet known. The crews now here will be forwarded to the United States at once.

Arrest of a Philadelphia Clerk Charged with Robbery. Chief of Police Hague, on Saturday morning, received a despatch from Acting Chief Buckley, of Philadelphia, requesting him to arrest a young man named Harry Lewis, who would arrive on the noon express train. The despatch also gave a description of him and stated that he had stolen five hundred and twenty-five dollars from his employers, and was accompanied by a young lady. On the arrival of the train the young man, who was recognized by the officer and taken into custody. At first he denied his identity, but afterwards admitted that his name was Lewis. In his pockets he carried twenty dollars, which together with a bank book of his employers, Lewis was compelled to take off his outer garments, and further search was made, which resulted in the finding of the hundred and ten dollars fastened upon his shirt. The young lady accompanying him is rather prepossessing, and claims to be his wife, which the prisoner acknowledged. She stopped at one of the restaurants, and visited Lewis at the lock-up, appearing to be greatly distressed.

After the prisoner was secured, Officer Hague telegraphed to Philadelphia, inquiring when another despatch was received informing him that an officer would come here for Lewis immediately. Lewis is about thirty years of age. Officer Levy, of Philadelphia, arrived yesterday on the express train, and will take the prisoner back on the early express this morning. Lewis is reported to be some time in the employ of W. B. Sellers & Co., Tobaccoists, No. 339 N. Third street, Philadelphia. The head of the firm is his brother-in-law. Lathrop Lewis, who was formerly in the city, but shorted and cleared out, leaving with him the amount as stated. Officer Levy says the young lady with him is not his wife, but "his woman," who has been living in the corner of Cross and Vine streets in Philadelphia. —Pittsburgh Dispatch, 12th.

Treasury Circular. The Secretary of the Treasury has issued a circular amending the following paragraph contained in the Treasury Department Circular of May 27th, 1857, to the effect that the Secretary of the Treasury, United States and Depositories of Public Moneys: Whenever any disbursing officer or disbursing agent shall be removed, suspended, or removed, you will at once stop further payment of his drafts or checks upon you. If hereafter checks previously drawn by disbursing officers or disbursing agents who may die, resign, be suspended or relieved, will be paid from funds on hand to their credit, unless the same shall have been drawn more than four months before their presentation or there are reasons for suspecting fraud or circumstances which would lead a judicious officer to decline to pay the same.

Referring also to the directions in said circular, and on the circular of the same date to disbursing officers and agents, that public depositaries will not be required to pay drafts of disbursing officers when payable to any person or his order, the construction which has been placed upon these instructions forbidding the payment of such drafts payable to order is hereby modified, and hereafter the Treasurer, Assistant Treasurer and public depositaries are authorized, in their discretion, to pay such drafts to order, if the correctness of the indorsements, to pay drafts payable to order in cases where serious inconvenience, delay or injury would result by refusing to pay the same.

From Europe by the Atlantic Cable. LONDON, Nov. 12.—The London Times of this morning says that, considering the official position of the President of the United States, and his efforts to prevent the invasion of British territory in North America, it would seem with satisfaction to compliance with his request in behalf of Fenians who have been convicted of treason and sentenced to death, but still it would concede no immunity in case of another invasion.

PARIS, Nov. 12.—The report that an insurrection had taken place in Barcelona is untrue. MADRID, November 12.—A plot has been discovered in the city of Saragossa, in consequence of which several arrests have been made. LONDON, Nov. 12.—Telegraphic despatches have been received, which state that the war in Japan was ended. The death of the Tycoon is confirmed. LONDON, Nov. 12.—The Cotton market is heavy. Middling Uplands are quoted at 1 1/2d. Sales to-day 8,000 bales.

LONDON, Nov. 12.—Consols are quoted today at 92 1/2. AMERICAN SECURITIES.—The current rates for the American Securities are as follows: U. S. 5-20's, - - - - - 69 1/2 Erie R. R. shares, - - - - - 52 1/2 Ill. Central shares, - - - - - 77 1/2

From New Orleans. NEW ORLEANS, Nov. 12.—H. A. De la Rejane, Secretary of the Mexican Legation under Minister McLane, just returned from Chihuahua, publishes a brief letter in the Picayune contradicting the rumors and statements that, in consideration of the continuance and support afforded President Juarez by our Government, he would consent to alienate portions of the Mexican Republic. Colonel McIvor, late of the rebel army, who had been under military arrest, has been released. Arrest of Ortega at Brazos. GALVESTON, Nov. 12.—Brownsville dates of the 8th inst., announce the arrest of the Mexican General Ortega and his party at Brazos, by order of General Sheridan, who offered to permit him to return to New Orleans. He fled a protest.

FINANCIAL. \$250,000 7 PER CENT. MORTGAGE RAILROAD BONDS. We offer for sale \$250,000 of the consolidated Mortgage Bonds of the Wilmington, Broad Top Mountain Railroad and Coal Company at 79.

They are Coupon Bonds with privilege of registry to secure them from their bear seven per cent. interest, which is punctually paid first of April and October; secured by a mortgage of first lien on sixty miles of Railroad, including the Bedford Railroad, ten miles of rolling stock, real estate, rolling stock and equipment of every kind. The million of these bonds were set aside for the redemption of the first and second mortgage bonds, large number of which have already been exchanged and the consolidation is daily progressing. The Company have but \$200,000 for sale and offer them at the above low price in order to secure a ready sale, complete machinery purchased for repair shops and two new collieries opened up and improved. By the proposed immediate enlargement of the Pennsylvania Canal, the Company will have cheap transportation without transshipment to New York, Albany, &c., as well as by railroad. These bonds at the above price will yield about 9 per cent. per annum and are twenty-one per cent. in the principal at maturity.

SAILER & STEVENSON, BANKERS, No. 121 South Third Street, Opposite Girard.

SPECIALTY. SMITH, RANDOLPH & BANKERS AND BROKERS. 18 South Third St., & Nassau Street, Philadelphia, New York.

STOCKS AND GOLD BOUGHT AND SOLD ON COMMISSION. INTEREST ALLOWED ON DEPOSITS. BANKING HOUSE OF JAY COOKE & Co. 112 and 114 So. THIRD ST. PHILAD.

Dealers in all Government Securities. OLD 5 20'S WANTED IN EXCHANGE FOR NEW. A LIBERAL DIFFERENCE ALLOWED Compound Interest Notes Wanted. INTEREST ALLOWED ON DEPOSIT.

5-20's, 7 3-10's, 1881's, 10-40's, COMPOUND INTEREST NOTES, BOUGHT AND SOLD. DE HAVEN & BRO. 40 SOUTH THIRD STREET.

NATIONAL EXCHANGE BANK, CAPITAL \$300,000, FULL PAID, Has Removed To Its New Banking House, Nos. 633 and 635 Chestnut Street.

A. BOYD, President. JNO. W. GILBOTT, Cashier. STOCK BROKER, GEO. HENDERSON, JR. NO. 223 DOCK STREET.

EDUCATION. REMOVAL OF THE SACRED HEART. The Ladies of the Sacred Heart have removed their Academy from No. 1318 WALNUT STREET, where they will be permanently located. PROF. J. MAROTEAU, Teacher of the FRENCH LANGUAGE, No. 254 THE PHILADELPHIA RIDING SCHOOL, No. 404 N. 4TH STREET, is now open for all and every provision for comfort and safety. Full and complete instruction in all the branches of the art of riding may be obtained by the most liberal accommodations in the best manner. Saddle horses, harness and vehicles to hire. Also, carriage for hire. THOMAS ORAIG & SON, 109 So. Second St.

INSURANCE. 1829—CHARTER PERPETUAL. FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA. Assets on January 1, 1866: \$2,506,851 96.

Losses Paid Since 1829 Over \$5,000,000. THE PHILADELPHIA INSURANCE COMPANY OF PHILADELPHIA. Capital, \$1,000,000. Assets, \$2,506,851 96. Unsettled Claims, \$1,467 80. Income for 1866, \$100,000.

GIRARD FIRE AND MARINE INSURANCE COMPANY. OFFICE: 415 WALNUT STREET, PHILADELPHIA. CAPITAL PAID IN, \$1,000,000. Assets on January 1, 1866: \$2,506,851 96.

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA. INCORPORATED IN 1853. CAPITAL, \$500,000, PAID IN, \$200,000. Assets on January 1, 1866: \$1,000,000.

MUTUAL FIRE INSURANCE COMPANY OF PHILADELPHIA. OFFICE: No. 5 SOUTH FIFTH STREET. ASSETS, \$1,236,522 21. CHARTER PERPETUAL. MUTUAL SYSTEM EXCLUSIVELY. DIRECTORS FOR 1866.

THE COUNTY FIRE INSURANCE COMPANY. OFFICE: No. 10 SOUTH FOURTH STREET. "The Fire Insurance Company of the County" is incorporated by the Legislature of Pennsylvania in 1833 for indemnity against loss or damage by fire.

REAL ESTATE. FOR SALE—A NEW three-story DWELLING, with three-story double back buildings with all the modern conveniences, situated on Chestnut street, between 10th and 11th streets. Apply to J. M. GUMMEY & SONS, 58 Walnut street.

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EXPRESS COMPANIES. DAVIS' EXPRESS COMPANY.—On and after TUESDAY, MAY 1, THE FREIGHT DEPARTMENT OF OUR COMPANY WILL BE REMOVED TO THE NEW BUILDING, southeast corner of 22d and CHESTNUT STREETS. ESTABLISHED BUSINESS WILL BE TRANSFERRED AS HERETOFORE AT 220 CHESTNUT STREET.

INSURANCE. LIVERPOOL 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.

ATWOOD SMITH, General Agent for Pennsylvania. OFFICE: No. 6 Merchants' Exchange, PHILADELPHIA.

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SPECIAL NOTICES. OFFICE OF THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY. Notice is hereby given that certain shares of the Capital of the Company, owned by F. W. GIBSON, Esq., have been transferred to the name of J. M. GUMMEY & SONS, and will be issued by order of the Board of Directors.

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