THE PRESS, -PHILADELPHIA. MONDAY. DECEMBER 2, 1861.

(Continued from first page ...) sippi river and its uncontrolled navigation to the Balize, is the great key to the prosp whole country, and it must be opened.

MISCELLANEOUS WAR NEWS.

From Louisville - Whereabouts of Gen. Zollicoffer.

LOUISVILLE, Nov. 30.—The Evening Bulletin says a few days since Gen. Zollicoffer was at Mon-ticello. Sprague county, with 7,000 rebels. All the liquor stores in this city have been closed till Monday by order of the Provost Marshal.

From Washington. A CANADIAN STEAMER SEIZED BY A U. S. REVENUE

CUTTER, WITH SUPPLIES FOR THE REBELS. CUTTER, WITH SUPPLIES FOR THE REBELS. WASHINGTON, NOV. 30.—Authentic information has been received here that a small light-draught Gauadian steemer has been seized off the coast of Maine by a United States revenue cutter. Tho steemer had on board about ten thousand Spring-field muskets, clothing, boots, bank paper, caps, and munitions of war. She was cleared from Ca-nada, and the cargo was consigned to parties in the Southern States. Southern States

There is evidently less excitement than hereto. fore on the eve of the reassembling of Congress, and comparatively fewer arrivals of members. Senator Powell, of Kentucky, is among those now

in the city. WASHINGTON, Nov 30.—The ports on the Eastern Shore of Virginia are to be immediately opened

commerce. The Treasury Department has prepared instruc tions for those who are to act as Government agents in gathering and shipping the sea island cotton on the coasts of South Carolina and Georgia.

the cossis of South Carolina and Georgia. A new Fire Department, including one steam fire engine from Philadelphia, and one from New York, is to be erganized here immediately. The deaths of the following Pennsylvania soldiers are announced: Ibanici Canaker, Ninety-sixth; James Franklin, Porty-fifth; F. N. Smith and John Wise. Eleventh; William Tramell, Eighth. Screet and Barreantatives in creat numbers Senators and Representatives in great numbers arrived here to-day. Ex-Senator Green, of Missouri, arrived here to-

day on parole. There are now confined in the building known as

the Old Capitol seventy-five prisoners of war. The District Court has condemned the schoeners Olena and John T. Evans, heretofore seized under the blockading act.

An English (Ilavana) Account of the Boarding of the Trent.

NEW YORK, Nov. 30.—The Diariode la Mari-na, of Havana, gives the following account of the stoppage of the Trent, and the seizure of Mason and Sildell, intimating that it is a semi-official Eng-lish report of the affair:

"On the Sth instant, at one o'clock in the after-"On the Sth instant, at one o'clock in the after-noon, five miles to the north of Key Coco, the American corvette San Jacinto, eighteen guns, came in sight of the English steamer Trent, which she detained, firing first a blank cartridge, and af-terwards a round shot. The Trent hove to, and was boarded by two boats, from one of which an officer mounted the deck to demand the persons of some eitizens of the States of the South who were passenders. sergeants.

Passengers. "The captain of the Trent resisted the demand. The officer threatened him with force. The agent of the Admiralty and the captain protested against this outrage. The officer sent for two other areas boats, and took military occupation as surrender after which he renewed his potain and the agent of of the passengers, and their protest, and the per-

rily. "They were Mr. Mason and Mr. Slidell, their secretaries and family, who were, at half past three, taken on board of the San Jacanto in an unarmed

boat. "The Sun Jacinto bore away to the Santeren Chanel, and the Trent continued her voyage to St. Thomas, where the protest of the captain and agent was extended in due form, and an officer left in the steamer La Plate to report this violation of the rights of nations to the Government of H. B. Majesta.²¹ The Diaria remarks.

B. Mapping." The Diarto remarks: "We will not say a word at present upon this act, which is certainly destined to make much noise both in America and Europe."

Later from Port Royal. NEW YORK, Nov. 30 .- The steamer Ocean Queen, from Port Royal on the 27th, has arrived at this port. She brings only a small mail. The steamer Bienville, hence, was going in at Port Royal as the Ocean Owen came out.

general conclusion: "I am just as certain that Wilkes had a legal right to take Mason and Slidell from the *Trent*, as I am that our Government has a legal right to blockade the port of Charleston." The lieutenant, John A Franks, is an old police officer, and was first appointed as captain of watch in the Northern Liberties. He has been in the force almost ever since, and was reappointed by Mayor Henry. The sergeants are Joseph Shocker and George Deite. A Reconnoissance beyond Springfield, Va. leorge Deitz. THE EIGRTH DISTRICT.

THE NINTH DISTRICT

THE TENTH DISTRICT.

A Reconnoissance beyond Springfield, Va. WASHINGTON, NOV. 30.—A gentleman from the Virginia side of the Potomae, arrived to-day, stated that the Fitty-seventh and Sixty-first New York regiments, the latter under command of Colonel Cone, made a reconnoissance from Springfield, which is nine miles from Alexandria, on Thursday, and went three miles and a half beyond our pickets towards Manassas, when they discovered a rebel force numbering, it is supposed, about 8,000 men. They returned to their starting point, reaching it in good order, and without casualties. good order, and without casualties

Marshal Kane Released on Parole. Boston, Nov. 30.—Marshal Kane, of Baltimore, has been released from Fort Warren on parole, to be absent three weeks, to attend the funeral of his father-in-law

Tather-in-iaw. Large Cargoes of Cotton Shortly Expect-ed from the South. The achievements of our combined naval and land forces are not barren victories. They have solved the cotton question. Within a week large cargoes of cotton will arrive at New York. These arrivals will continue without intermission. THE NINTI DISTRICT Station-house is located at the cornor of Twenty-third and Coates. The building was constructed last year, and presents a very handsome appear-ance, bearing a striking resemblance 'to the First-district station. It is provided with four well-constructed cells for prisoners, and two for lodgers. The district comprises the whole of the Fiftcenth ward, for which thirty-three men are detailed. This force is rather small, as the ward is infested with numerous disorderly gangs, known as "Blood Tubs," "War Dogs," "Spickets," &c., whose bur-glarious operations have from time to time been published. These gangs are fast being numbered among the races that were. A portion of the ward known as Corktown, in the vicinity of Fairmount, requires constant watching. Until recently John Barcus was the lientenant of this division, but he arrivals will continue without intermission. As our arrivals advance, the cotton already stored will be arnics advance, the cotton already stored will be sent forward to market, and the crops will be gath-ered and forwarded without delay. There will be no occasion for manufacturers, foreign or domestic, to desire the breaking of the blockade of Southern ports. The Union navy and army have opened the way to supply all the domand for this great staple, the proceeds of the sale of which will be applied to the proceeds of the sale of which will be applied to the proceeds of the expenses. The labor of the negroes will thus be made available, and until the cotton-growing communities in which the cotton is found return to their allegiance, the whole erop, as far as it may be taken possession of, will be appro-printed by the Government to the public use. Every lodgment made by our troops upon the Southern constsfrom this time forth will add to the cotton_supply, and at the same time strengthen Barcus was the lieutenant of this division, but ho was succeeded by John Lovaire. an old and able officer of the Reserve Corps. Ho was also one of the Keyser police, and for his efficiency and high character was promoted by Mayor Henry from a private to a lieutenant. He has introduced many important improvements in the workings of the Ninth police district, since his appointment. The sergeants are James Woolridge and James Orr. cotton supply, and at the same time strengthen the Government, and effectually remove every ground of complaint from the manufacturing dis-tricts of England and France.

Only Two States Left.

The national flag now floats over the soil of every seceded State except Alabama and Arkansas. In Virginia it floats over one-third of the State; in North Carolina, at Hatteras Inlet; in South Carolina, at Port Royal and a half-dozen neighboring islands; in Georgia, on Tybee island; in Florida, at Key West, Santa Rosa island, and other points;

at Key West, Santa Rosa Island, and other points; in Mississippi, at Ship island; in Louisiana, at Chandeleur island; in Texas, at El Paso; and in Tennessee, at Bristol, Elizabethtown, and other points in the eastern part of the State.

THE CITY STATION HOUSES.

On Saturday we gave in outline the city government, and sketched the excellencies and defects of the municipal police system. We present to-day a paragraph relative to each station house, and some accompanying comments upon its lieutenants and

sergeants. THE FIRST manual Second wards. The sta-comprises the located on Fitzwater street, east of Twentieth. It was recently built by the city, at a cost of \$11,000; the former station being Moya-mensing Hall, which has since been turned into a military hospital. The new building is very pret-tily constructed, and presents a neat appearance to the passer by. It contains four cells for prisoners, and two additional ones, expressly for lodgers, who frequent the station in large numbers during the cold weather. The cells are well ventilated, and hardly present the appearance of places of confinecold weather. The cells are well ventilated, and hardly present the appearance of places of confine-ment. The number of patrolmen in this district is forty-four, with one lieutenant, Joseph C. Fuller, and two sergeants, Cornelius Alexander and John McNamara. Lieut. Fuller served as a police offi-cer under the administration of Conrad, and part of that of Ex-Mayor Vaux. He was appointed by Mayor Henry as a sergeant, and subsequently pro-moted to his present position. The number of men allowed to this district—which extends from the Delaware and the south side of Christian street allowed to this district—which extends from the Delaware and the south side of Christian street, west of Broad to the Schuylkill, and south of South street—is rather small. The district has, within the last few years, been built up some six miles. The locating of the present station at Twentieth and Fitzwater streets was a very docided inprove-ment, as numerous rows of buildings have since been constructed, and the neighborhood, which he-fore was frequented by roughs and corner-loungers, has become quict and settled. has become quiet and settled.

Port Royal as the Ocean Queen came out. C sumodore Dupont has transferred his flag from the Wabash to the Susquekanna. He and Gene-ral Sherman had just returned in the steamer Mc-clellen to Hilton Head, having landed a force of marines on Tybee Island. The marines had com-menced repairing the fortifications and constructing new oncs. Eight gunboats were at anchor off Tybee Island, to cover our troops in case of necessity. THE SECOND DISTRICT includes all of the Third and Fourth wards. The istation-house, or, as better known, Southwark Hall, is lecated on Second street, below Queen. The Hall is very large, and ample room is afforded. The of the building, and are poorly ventilated. This station, during the winter season, is frequented by though not of the most pleasant kind. The Se-cond police district contains some of the filthiest

Henry. Prior to that time, he was employed as chief clerk in Keen & Brother's lumber yard. He is a faithful and efficient officer, and numbers hosts of friends.

His force comprises twenty men, including two This force comprises twenty men. including two operators, two sergeants, (Manuel Saunders and Edw. Lister,) and one turnkey, leaving but fifteen men for active duty. Of these there are on duty during the day as follows: One in West Philadel-phia, (i.e., west of Park street and south of the Lancaster Pike), one in Hestonville, (i.e., north of the Lancaster Pike and west of the Schuylkill), and one in Kingesseing (i.e. southeast of Park street A portion of Spring Garden Hall, at Thirteenth and Spring Garden streets, is used as a station for the Eighth district. The portion now used was formerly the "old Spring Garden watch-house." The station contains two large cells and one or two smaller ones, which are very poorly ventilated and do not contain any water-closets. The sleeping apartments for the officers are also poorly arranged. The district comprises the Thirteenth and Four-teenth ward, and although at one time rowdyism was rampant in certain parts, at present it is in a slate of quiet. There are thirty-one officers to the district, under Lieutenant Henry White and Ser-gents Win. H. Johnson and Mark Thackara. Lieutenant White's first experience in police busi-ness was as a special officer under Marshal Keyser. He was appointed lieutenant by the present Mayor, and is much respected by the citizens of the Thir-teenth and Fourteenth wards. THE NINTH DISTRICT one in Kingsessing, (i. e., southeast of Park street and south of the Lancaster Pike and Market street). and south of the Lancaster Pike and Market street). The whole of the Twenty-fourth ward—one of the largest in the city, if not the largest—is thus par-celled out for police protection. During the night two men are placed upon each beat. It is very probable that, when the squares are closed, and the river is frozen over, the harbor polico will be dis-tributed among the wards short of men. The Twenty-fourth ward is becoming thickly set-tled and is perhams the most ramidly increasing

Line Lwenty-lourdle ward is becoming thickly set-tled, and is, perhaps, the most rapidly increasing in the city. For these reasons it is entitled to ample consideration. Novertheless, the present force has effected a marked reform; so that barn burning and chicken stealing have now become almost ob-solute The following statement shows the number of

| ł | persons | arrested | in | three | months | of | this | and | last |
|---|---------|----------|----|-------|--------|-----|------|-----|---------|
| ì | year: | | | | | | | | 1 de 16 |
| 1 | - | | | | | 186 | 0. | 15 | 361 |

| | 1000. | TOOP ' |
|---------|---------|--------|
| August | | 134 |
| | | 110 |
| | | |
| Uctoper | 141 | 72 |
| | | |
| | | |

316 The number of arrests is generally larger in sum-mer than in winter. One of the evils incident to outer station-houses is the inducement they offer to vagrancy, in providing accommodulions for lodgers. In winter, as many as two hundred of these home-less creatures have here sought shelter in a single month.

THE PARK POLICE

Was organized on the first of March, 1861, and con-sists only of eight men under the charge of a ser-geant, John W. Goodwin. Their duty is to pro-tect the Fairmount park. They occupy a room in the main building at the park and convey their prisoners to the station at Twenty-third and Coates streets. Since their organization they have saved the city considerable money by preventing the de-struction of trees, shrubbery, &c., at the park. Sergeant Goodwin was formerly a private of the reserve corps, but on account of his ability was promoted to his present position He also served under Mayors Vaux and Conrad. Was organized on the first of March, 1861, and con-The building occupied as the Tenth police dis-

THE RIVER POLICE.

The sergeants are oblines who haves off. THE TENTH DISTRICT. The building occupied as the Tenth police dis-trict station-house is owned by the city, and was built for the commissioners of the district of Ken-sington, in 1833. The basement is appropriated to the alderman's office and cells. The walls of the latter are covered with hard cement, and furnished with scats separate almost half an inch from the wall, so that vermin are compelled to keep their distance. They are provided with water-closets, whose purification is ingeniously effected. This de-vice was original with Lieatenant Spear, and has been introduced into the Ninetcenth ward and Sc-cond-district station-houses. Ventilation is pro-cured by a barred window, which cannot be seen from the street, and does *not* admit of the passage of whisky to the prisoners. The cells are all heated by a store placed in the centre of the ward. The attaches of the station house consist of Lieut. Spear two sergenats, two telegraph-operators, forty patrol officers, and two turnkeys. From 7 A. M. to 1 P. M. ten men are detailed for duty. They are relieved by another detachment of ten men, who remain on duty until 6 P. M. From 6 P. M. until 12 o'clock midnight twenty men are upon duty, who, at that time, "turn in," and give the first squad a chance to distinguish themselves. The longest boat in the ward is four square blocks— very nearly two miles. Two of the officers for-merly attached here are now lieutonants in the army-one of them in the signal corps. Lieut. Spear was born in France, in 1824, being now in his 37th year. When quite a child he was brought to this country, and has never permanently resided beyond the limits of the Sixteenth ward of this city. At the commenement of the war with Mexico, he joined Company A, of the New Jersey Battalion, Capt. Mickle, and was shortly afterwards promoted to an orderly sergeant Mr. W. L. Young, one of the operators at this station-house, was adjutant of the same battalion. Upon th Perhaps the most important department of police service is that which has been inaugurated by the present city administration for the preservation of law and order on the river front. Indeed, it has been a matter of surprise that Philadelphia, a lead-ing commercial city of the Union, should have hitherto entirely overlooked a question of so much importance to her mercantile interests. The river and herbar police with its small force of tam men importance to her mercantile interests. The river and harbor police, with its small force of ten men, has done wonders in an unassuming way; but we have already given a full and accurate sketch of its operations, and have little to add except in a general way. Licutenant Benjamin Edgar, its chief, is an old avancianced segment and cannot be taught en iots

month.

Licutenant Benjamin Edgar, its chief, is an old experienced seaman, and cannot be taught an iota of his numerous duties. The coxswains are William Grimes and Benjamin Meyers. The station-house is barely entitled to be considered a lodging-room, and is furnished with no cells. In consequence of which pleasant arrangement, all prisoners arrested have to be taken around to whithersoever a lock-up can be found—of course at the risk of their rescue or escape. We are glad to see that the city is dis-posed to do something for its credit. At the last meeting of Select Councils a resolution was offered (and adopted ?) to inquire into the expediency of increasing the force of men. There is no particular necessity for prosecuting the inquiry, in our opl-

necessity for prosecuting the inquiry, in our opi-nion; the question is not so much of expediency as of *necessity*. The merchants along the wharves desire that their property shall be protected, and they will have an increased force of river police by private subscription, if in no other way.

PHILADELPHIA BOARD OF TRADE.

THOS KIMBER, JR., JOSEPH C. GRUBB,

LETTER BAGS

At the Merchants' Exchange, Philadelphia. lute, energetic character-in fact, the man for the From 1.000 to 1,200 men have left the district for the "wars." The old dilapidated row of two-story frame tenements on Fourth street, above Master, known as "China Row," still remains un-diminished. "Dead Rabbit Row," in Second street, above Master, still courts its lawless noto-riety, and "Ball's Bluff," at the Canal and Me-chanic street, formerly occuried by the year-able chanic street, formerly occupied by the venerable Captain Barratt, and known as "Barratt's Land-ing," still makes the night most hideous. A bird's-oye view of these localities would shock the timid

MARINE INTELLIGENCE. PORT OF PHILADELPHIA, Dec. 2,1861.

| MUNDER, DHOHEDER N, 2001. | | | | | |
|---|---|--|--|--|--|
| INSURANCE COMPANIES. | RAILROAD LINES. | | | | |
| TITA III A DIA MITAT | ······································ | | | | |
| 1861. DELAWARE MUTUAL SAFETY INSURANCE COMPANY, | BANGEMENTPHILADEL- | | | | |
| PHILADELPHIA. | PHIA, WILMINGTON, AND BALTIMORE RAIL- BOAD. | | | | |
| INCORPORATED 1835. | On and after MONDAY, NOV. 18, 1861. PASSENGER TRAINS LEAVE PHILADELPHIA: | | | | |
| The following Statement of the Affairs of the Com- | For Baltimore at 3.30 A. M., 8.15 A. M., 11.85 A. M., | | | | |
| pany is published in conformity with a Provision of its Charter : | (Express). and 10.50 P. M. For Chester at 8.15 A. M., 11.35 A. M., 8.45 and 10.50 | | | | |
| PREMIUMS. Received from Nov. 1, 1860, to Oct. 31, 1861. | P. M. For Wilmington at 3.30 A. M., 8.15 A. M., 11.35 A. M., | | | | |
| On Marine and Inland Risks,,\$227,808–71 | 8.45 and 10.50 P. M. | | | | |
| On Fire Bisks 100,852 18 | For New Usetle at 8.15 A. M. and 3.45 P. M. For Dover at 8.15 A. M. and 3.45 P. M. | | | | |
| \$328,660 89 Premiums on Policies not marked | For Milford at 8.15 A. M. For Salisbury at 8.15 A. M. | | | | |
| off Nov. 1, 1860 | TRAINS FOR PHILADELPHIA: Leave Baltimore at 8.30 A. M. (Express), 1.05 P. M. | | | | |
| \$588,983 27 | (Express), 5.20, and 7 P. M. (Express), Leave Wilmington at 7.30 and 11.33 A. M., 4.15, 8 45, | | | | |
| PREMIUMS | and 9.50 P. M. | | | | |
| Marked off as carned, from Nov. 1, 1860, to Oct. 31, 1861. On Marine and Iuland Risks\$274,268 77 | Leave Salisbury at 2.35 P. M. Leave Milford at 4.55 P. M. | | | | |
| On Fire Risks 115,806 45 | Leave Dover at 9 A. M. and 6.10 P. M. Leave New Castle at 11 A. M. and 8.10 P. M. | | | | |
| \$390,075 22 | Leave Chester at 8.20 A. M., 12.15, 4.50, and 9.30 P. M. Leave Baltimore for Salisbury and intermediate stations | | | | |
| Interest, Salvage, &c., during same period | at 5.20 and 7 P. M; for Dover and informediate stations | | | | |
| \$449,297 82 | 1.05 P. M. TRAINS FOR BALTIMORE: | | | | |
| LOSSES, EXPENSES, &c. during the year as above. | Leave Chester at 8.45 A. M., 12.05 and 11.20 P. M. Leave Wilmington at 4.30 A. M., 9.25 A. M., 12.35 P. | | | | |
| Marine and Inland Navigation | , and 12 A. M. TREIGHT TBAIN, with Passengor Oar attached, | | | | |
| Losses | will ren as follows: Leave Philadelphia ar Perryville and intermediate | | | | |
| Reassurances, Agency Charges, | aces at 610 P.M. | | | | |
| Advertising, &c | Leave Wilmington for Perryville and intermediate aces at 7.10 P. M. | | | | |
| \$319,676 49 | Leave Baltimore for Havre de Grace and intermediate ations at 9 A. M. | | | | |
| | ON SUNDAYS ONLY: At 10.50 from Philadelphia to Baltimore. | | | | |
| Surplus | At 7 from Bultimore to Philadelphia. | | | | |
| Par. Cost. | BC28-tf S. M. FELTON, President. | | | | |
| \$100,000 United States five per cent. Loan \$100,250 00 50,000 United States six per cent. Trca- | VANIA BAILBOAD. | | | | |
| sury Notes 49,995 37 | FOR BETHLEHEM, DOYLESTOWN, M A U C H OHUNK, HAZLETON, EASTON. ECKLEY, &c. | | | | |
| 25,000 United States seven and three- tenths per cont. Treasury Notes. 25,000 00 | WINTER ARRANGEMENT. | | | | |
| 100,000 State of Pennsylvania five per cent. Loan | THREE THROUGH TRAINS. On and after MONDAY, NOVEMBER 4, 1861, Pas- | | | | |
| 54,000 State of Pennsylvania six per cent. Lean | songer Trains will leave FRONT and WILLOW Streets, Philadelphia, daily, (Sundays excepted,) as follows: | | | | |
| 123,050 Philadelphia City six per cent. | Philadelphia, daily, (Sundays excepted,) as follows: At 6.40 A. M., (Express,) for Bethlehem, Allentown, Mauch Chunk, Harleton, &c. | | | | |
| 30,000 State of Tennessee five per cent. | At 2.45 P. M., (Express,) for Bethlehem, Easton, &c. | | | | |
| Loan | This train reaches Easton at 6 P. M., and makes a close connection with the New Jersey Central for New | | | | |
| gage six per cent. Bonds 20,000 09 50,000 Pennsylvania Railroad 2d Mort- | York. At 5.05 P. M., for Bethlehem, Allentown, Mauch | | | | |
| gage six per cent Bonds 46,130 83 15,000 300 shares Stock Germantown Gas | Chunk, &c. At 9 A. El. and 4 P. M., for Doylestown. | | | | |
| Company, principal and interest | At 6 P. M., for Fort Washington. The 6.40 A. M. Express Train makes close connection | | | | |
| guaranticd by the City of Phila- delphia | with the Lehigh Valley Railroad at Bethlehem, being the shortest and most desirable route to all points in | | | | |
| delphia | the Lehigh coal region. | | | | |
| Bills receivable for Insurances made 90,730 07 Bonds and Mortgages | TRAINS FOR PHILADELPHIA. Leave Bethlehem at 7.07 A. M., 9.18 A. M., and 5.38 | | | | |
| Real Estate | P. M. Leave Doylestown at 6.30 A. M. and 3.20 P. M. | | | | |
| rine Policies, Interest, and other debts due | Leave Fort Washington at 6.50 A. M. ON SUNDAYS—Philadelphia for Fort Washington | | | | |
| Scrip and Stock of sundry Insurance and | at 9.30 A. M. Philadelphia for Doylestown at 4 P. M. | | | | |
| other Companies, \$11,843 estimated value. 4,086 00 Cash on hand—in Banks\$51,098 03 | Doylestown for Philadelphia at 7 A. M. | | | | |
| " in Drawer 517 33 51,615 36 | Fort Washington for Philadelphis at 2.45 P. M. Fare to Bethlehem\$1.50 Fare to Mauch Chunk.\$2.60 | | | | |
| \$869,126 37 | Fare to Easton 1.50 Through Tickots must be procured at the Ticket | | | | |
| NOVEMBER 13, 1861. | Offices, at WILLOW Street, or BEBKS Street, in order to secure the above rates of fars. | | | | |
| The Board of Directors have this day declared a Cash Dividend of TEN PER CENT, on the Capital Stock, and | All Passenger Trains (except Sunday Trains) connect at Berks street with the Fifth and Sixth streets, and Se- | | | | |
| SIX PER CENT. interest on the Scrip of the Company, psyable on and after the 30th instant. | cond and Third-streets Passenger Bailroads, twenty mi- | | | | |
| They have also declared a Scrip Dividend of TWEN- TY-FIVE PER CENT. on the Earned Premiums for | nutes after leaving Willow street. no4 ELLIS CLABK, Agent. | | | | |
| the year ending October 31, 1861, Certificates for which will be issued to the parties entitled to the same on and | 1961 1961 | | | | |
| after the 30th instant. | 1861. 1861. ARBANGEMENT OF NEW YOBK LINES. | | | | |
| No certificates of profits issued under \$25. | THE CAMDEN AND AMBOY AND PHILA- | | | | |
| DIRECTORS. William Martin, Samuel E. Stokes, | DELPHIA AND TRENTON BAILBOAD CO.'S LINES FROM PHILADELPHIA TO NEW | | | | |
| Edmund A. Souder, J. F. Peniston, Theophilus Paulding, Henry Sloan, | YORK AND WAY PLACES. FROM WALNUT-STREET WHARF AND RENSINGTON DEFOT. | | | | |
| John C. Davis, H. Jones Brocke, | WILL LEAVE AS FOLLOWS-VIZ: | | | | |
| James Traquair, Spencer McIlvaine, | At 6 A. M., via Camden and Amboy, C. and A. Ac- | | | | |
| William Eyre, Jr., Thomas C. Hand, James C. Hand, Bobert Burton, | commodation | | | | |
| William C. Ludwig, Joseph H. Seal, James B. McFarland, | Accommodation). 225 At 0% A. M., via Kensington and JarseyCity, Morn- | | | | |
| Dr. R. M. Huston. George C. Leiper, John B. Semple, Pittsburg, | ing Mail | | | | |
| Hugh Craig, D. T. Morgan, " | dation | | | | |
| Charles Kelly, A. B. Borger, " WILLIAM MARTIN, President. | At 4 P. M., via Camden and Jersey City, Evening | | | | |
| THOS. O. HAND, Vice President. HENRT LYLBURN, Secretary. no26-10t | At 4 P. M., via Camden and Jersey City, Evening Express | | | | |
| | At A P M vie Camden and Lasson flite 9d floor | | | | |

-PHILADEL-MOBE RAIL-No. 429 MARKET STREET. SALE OF IMPORTED AND DOMESTIC DRY 18, 1861. ILADELPHIA: M., 11.35 A. M., GOODS. On Tnesday Morning, December 3, at 10 o'clock, for cash, by catalogue. 400 puckages and lots of fancy and staple imported and fometic dry goods. 557 Samples and catalogues early on morning of sale. . 8.45 and 10.50

N. F. PANCOAST, AUCTIONEER, Successor to B. Scott, Jr., 431 OHESTNUT SL POSITIVE SALE OF GERMAN TOYS, FANCY GOODS, DOLLS, &c. This Morning, December 2, commencing at 10 octook precisely. Consisting, in part, of German toys, dolls, doll heads, fancy goods, Bollemian glassware, decanters, &c., snited to approaching sites. PHIA: ress), 1.05 P. M.

A. M., 4.15, 8 45,

 SALE CF EMBROIDERIES, RURBONS, FLOW-ERS, MILLINERY GOODS, STOCK GOODS, NO-TIONS, EC., by catalogue. On Wednesday Morning, December 4, commencing at 10 o'clack precisely. 10 P. M. 50, and 9.30 P. M. ermediate stations ermediate stations

SALES BY AUCTION.

TURNESS, BRINLEY. & CO..

A. M., 12.35 P. DHILIP FORD & CO., AUCTION-

POSITIVE SALE OF 1,000 CASES HOOTS, SHOES, BROGANS, AND GUM SHOES.
 Dec. 2, at 10 o'clock precisely, will be sold, by ca-talogue, 1,000 cases men's, hoya, and youths' calf, hip, grain, water-proof, and thick boots, brogans, gaiters, 0x-ford lies, and gum shees; women's, misses', and childron's calf, kip, goat, kid, and moroco beel boots and shoes, gaiters, slippers, buskins, &c. Also, a large assortment of first-class city-made gools, and women's and misses' retailing Balmoral boots.
 Foods open for examination early on the morning of sale, with catalogues.

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#9 Open for examination, with catalogues, early on he morning of sale.

SHIPPING.

to all points in WEEKLY COMMULTION-TION BY STEAM BETWEEN NEW YORK AND LIVERPOOL, calling at QUEENS-TOWN, (Ireland,) to land and embark passongers and A. M., and 5.38 despatches. The Liverpool, New York, and Philadelphia Steam-ship Company's splendid Clyde-built from screw steam-ships are intended to sail as follows: FROM NEW YORK FOR LIVERPOOL. Saturday, Nov. 30

fort Washington

2.45 P. M. uch Chunk.82.60 ed at the Ticket S Street, in order

NSINGTON DEPOT. FARE

and A. AcvCity,Morn= Accommo-. 2 25 and A. Ex-. 8 00 At 4 P. M., via Camden and Jersey City, Evening Express. 8 00 At 4 P. M., via Camden and Jersey City, 2d Class

MONEY TO LOAN. Money advanced liberally, for any length of time agreed upon, on gold and silver plate, diamonds, watches jowetry, fowling-pieces, musical instruments, dry goods clothing, groceries, hardware, cutlery, furnitare, bed-ding, fancy articles, and on all articles of value. Tower Buildin In Glasgow, to WM. INMAN. ap3-tf 13 Dixon street LIVERPOOL, NEW YORK. (FERE M. FITZPATRICK & BROS. AND PHILADELPHIA STEAMSHI COMPANY. COMPANY, NOTICE TO PASSENGERS. By order of the Secretary of State, all passengers leaving the United States are required to procure pass-ports before going on board the steamer. no6-tf .JOHN G. DALE, Agent. SALES EVERY EVENING, At 7 o'clock, of books, stationery, and fanoy goads, watches, jewelry, clocks, silver-plated ware, cutlery, paintings, musical instruments, &c. Also, hosiery, dry goods, boots and shoes, and mer-chandise of every description. DAY SALES Fuery Monday Wednesday and Friday at 10 o'clock

THE BRITISH AND NORTH AMEBICAN BOYAL MAIL STEAM-BHIPS. HIPS. PASSPORTS.—All persons leaving the United States ill require to have PASSPORTS from the anthorities of leir respective countries, countersigned by the Secretary State at Washington.

PRIVATE SALES. At privato sulo, several large consignments of watches and joweky, books, stationery, silver-plated ware, en-lery, faucy goods, &c., to which is solicited the attention of eity and country merchants and others. Consignments solicited of all kinds of merchandise, for either public or private sales. 💓 Liberal cash advances made en consignments.

PROPOSALS.

to the tever is a strup of the state of the tever is a strup of the strup, A middle bar 32,223 inches is bolted on sills, for the hindside spring, 2 braces on tail end of body reaching from tail-piece to top rail. Framework of body to be of best white oak timber throughly seasoned, the bows to be of white ash; panels to be of poplar throughly seasoned. Curtains to be strupped, strups to be sewed on with bouness throad well which.

SPRINGS OF AMBULANCE. Byrings to be best quality spring steel. Back spring 4 feet 2 inches long from centre to centre; side springs hack 3 feet 10 inches centre to centre; front back spring 4 feet 2 inches centre to centre; the cross springs are 3χ inches wide, 7 plates; the side spring 2χ inches wide

by 6 slates; side springs front 3 feet 10 inches long cen-tre to centre.

The 2 inches white shin χ inch tinck, isdues 2χ inches deep. Front wheels 3 feet 8 inches high without the tire; hubs 7χ x10 inches, spokes $2x1\chi$ inches at the shoulder, fellors 2χ inches deep. Hounds and half hounds, to be of white onk, of best quality, and without defects. Half hounds, 2 feet long; 5th wheel, 2 feet diameter, 1χ inches $x\chi$ inch. Whole hounds, 4 feet 4 inches long; 3 cross bars on 5th wheel, 2 inches spars; cross bar on front hounds, 4 feet 8 inches long.

Whole hounds, 4 tert 4 inches long. 3 cross bars on 5th wheel, 2 inches square; cross bar on front hounds, 4 feet 6 inches long, the steps on each side arc fastened to this cross bar. Double trees, 4 feet long, ironed, same as those of om-nibuses, as is also like whole running gear, the double trees, and lead tree to be of white hickory, without de-fects and theroughly seasoned. Tongue, 10 feet 6 inchesflong, 4 inch x2½ inch at front of jaws of hounds, and tapers to 2½ inches square at back end; at front end it tapers to 1½ inches round; a hook with eye in it goes on to p of tongue to attach lead bar for lead horses; lead bar same length as doubletree, made light; tongue to be of white oak, of the best quality and free from diffects. C feet 7½ inches long, 1 foot 10 inches wide; panels, 4½ inches wide, 1½ inches thick, of poplar, and has a solid bottom; mattrass is made of heavy oil cloth, stuffed with hest quality curied horse hair; the cover of litters is fastened to panels of litter by a leather binding, and tacked all around; in each frame of litter there are to be sixteen muttrass springs; cross strips to be made of best curifity cal

sixteen mattrass springs ; cross strips to be made o

wylity oak.

facked all around; in each frame of litter there are to be sixteen muttrass springs; cross strips to be made of best ""dity.ogik.
 cross strips, one on each side, and two in the inidiate for tracks to run the litter in on; the tracks are made in the bottom as well as the upper, & juply \$\$\chi_\$\$ inch iron, and extend the whole length of body from linside of tail-piece; there are three rollers on each side of litter frame, with fame, same as regular railroad car whoels.
 There are 4 litters for each wagen; 4 small pillows and 2 cushions, one for driver and one for back sent; on each side of litter frame, with frame, some are going, made to come out, suy 16 inches, one for driver and one for back sent; on each side of litter frame there is an iron handle, made to alip in and out; these handles are let in, level with the litter frame, 21 inches long, made to come out, suy 16 inches, without being checked.
 There is also a hook in each end of the frame to keep it in place, when in the body, and fastens to a staple in the some; the staple is with in the front and back cross bar.
 Thil-board to be made of ash, 15 inches wide, by full line, staff, and, when down, test on joint hinges, forming a foot-board, supported, when down, by a leather strap 2 inches wide, which goes around the tail-piece at each end, between the panel and the braces; when up, if farms the tail-board is fastened, when up, by hooks, secured to middle rail.
 Bach shie of lithe body of the ambulance to be marked U.S.; all other parts to be lettered U.S.
 It is arced and listinctly understool that the ambulances of any one ambulance will agree and exit will the work in all its parts, faithfully executed to their constructed that the several parts of any one ambulance will agree and extend the insee of any other, so as to require on agent and the works, in all its parts, faithfully executed to the best or the best or the insee of any other, so as to require no numberi

esired by the Quartermaster's Department. G. H. CROSMAN,

no25-tile5 Deputy Quartermaster General

harness thread well waxed. SPRINGS OF AMBULANCE.

Every Monday, Wednesday, and Friday, at 10 o'clock

PRIVATE SALES.

AUCTIONEENS. 604 CHESTNUT Street, above Sixth.

SALES BY AUCTION.

M. THOMAS & SONS, Nos. 159 and 141 South FOULTH Street. (Formerly Nos. 67 and 69.)

PUBLIC SALES REAL ESTATE AND STOCKS. T THE EXCHANGE, EVERY TUESDAF, M 13 Clock noon, during the luminess meason.

BEAL ESTATE AT PRIVATE SALZ. We have a large amount of real estate at private sale, including every description of city and county pro-perty. Printed lists may be heat at the Auction Store. NINTH FALL SALE_DECEMBER 10.

This will inclu This will include— Orphans' Court Sale—Estate of Charles Louit Uimor,

deceased. TWO-STORY BRICK DWELLING, No. 609 Gross

FURS—FURS. Large Sale of Fancy Furs, for Ladies', Misses', and Children's Wear—Burtalo and Fancy Robes, &c. On Thursday Morning, Dec. 5th, commencing at 10 o'clock precisely.

EERS, Nos. 525 MARKET and 522 COMMERCE

WOOL CUTTINGS. On Tnesday Morning, At 10 A'clack, ut the Auction Store, 5,040 pounds blue cloth cuttings, 800 pounds red lannel, 1,700 pounds white fannet, 467 pounds Italian fannet.

Sale at Nos. 139 and 141 South Fourth Street. SUFERIOR FURNITURE, PRENCH-PLATE MIR-HORS, PIANO-FORTES, BEDS AND BEDDING, CHINA AND CLASSWARE, BRUSSELS AND

CHINA AND GLASSWARE, BRUSSELS AND OTHER CARPETS, &C On Thursday Morning, At 9 o'clock, at the Auction Store, the superior furni-furniture, piano-fortes, mirrors, Brussels and other car-pets, &c., from families declining housekeeping, removed to the store for convenience of sal Of Catalogues ready the day previous to sale.

LARGE SALE OF SPLENDID ENGLISH EN-

MOSES NATHANS, AUCTIONEEB AND COMMISSION MERCHANT. SOUTHORSES COTTOR OF SIXTH and BACK Structs.

LARGE SALE OF SPLENDID ENGLISH EN-GRAVINGS, Chiely Proof Impressions, received direct from London. Also—A large collection of Beautiful Chromo Litho-graphs, comprising various intressing subjects. On Friday Afternoon, Dec. 6th, commencing at 4 o'clock, at the auction store, Nos. 139 and 141 South Fourth street, (up stairs,) will be sold without reserve, a consignment of choice and beautiful English Engravings, comprising many interesting subjects by the best artists, recently received direct from Eoudon. Also, a collection of beautiful Chromo Lithographs.

Control Athornapits. For Catalogues will be ready 2 days previous, and the engravities arranged for inspection.

The rebels had sunk two vessels between Tybee Island and Fort Pulaski in the narrow part of the Savannah river channel, to prevent the fleet from going up to that city.

A small schooner is to be sent up to one of the islands above Hilton Head, to load with cotton, and would sail in a few days, by order of the naval authorities.

The fleet that was fitting out for another expedition was already awaiting the orders that were expected to arrive by the steamer Bienville.

The town of Beaufort was still unoccupied, but two gunboats were anchored off the place, and the town was daily visited by officers of the army and navy.

No engagement had taken place with the rebols, nor had any of the latter been seen either at Hilton Head or at Beaufort.

The health of the troops was good. The steamer Vanderbilt was to sail for New York in about two days.

Interesting Particulars of the Capture of Typee Island.

U. S. SHIP POCAHONTAS, AT THE ANCHORAGE, SAVANNAH HARBOR, TYBER ISLAND, NAVEMBER 21

EDITOR OF THE WASHINGTON STAR: The steamer P'ag, Commander John Rodgers, was despatched by Flag Officer Dupont to reconnoitre this point and ascertain the position and strength of the rebels. He did so, and on his return to Port Royal he had the Screece and this yessel added to his command, and this morning, with a view to feel the enemy, we threw a few shells into the fortifications, but, getting no response, we soon found that the works were abandoned, and we have taken pos-

They consist of a strong Martello tower, with an entrenchment at the foot of it, over both of which the stars and stripes now float. It is a most important acquisition, as the ship channel to Surannah passes withou five hundred yards, and its possession by us will block up that nost as tight as one may seal up a bottle with a post as tight as one may seal up a bottle with a

cork. Fort Pulaski is doomed, for it is ours whenever we think proper to take it, as it is within convenient shell range, six hundred yards. No vessel will now leave or enter the port of Savannah with-out our permission during the remainder of the

war. We now hold the harbor with the three steamers —the Flag, Commander Rogers; the Pocahontas, Capt. Balch, and the Sencea, Capt. Ammon—but no doubt will have other vessels sent here, and also a strong gurrison, as soon as Flag Officer Dupont and Gen. Sherman are advised of the capture. We hear, upon what we consider reliable au-thority, that Commodore Tatnall says they, the rebels, must aboudon all their coast defences, for, ofter the sample of firing at Hilton Head by our ficet, nothing they have erected can stand before it. The abandomment of their strong works on Tybee Island may be considered as confirming this report. The panic throughout the Southern coast from our success at Fort Royal is intense and all-pervading. Savannah is nearly depopulated, and the trains go loaded with household and every description of goods, including negroes.

goods, including negroes.

Theophilus Parsons, LL. D , on the Arrest of Mason and Slidell.

of Mason and Slidell. Prof. Theophilus Parsons, of the Cambridge Law School, has published a communication in the Bos-ton Advertiser, which settles, as far as the legal question is concerned, the right of Wilkes to arrest the Confederate ambassadors. Prof. Parsons starts from the plain rule of Sir William Scott, adopted and repeated by Dr. Phillimore: "You may stop the ambassador of your enemy on his passage." This rule Sir William Scott professes to derive from "Vattel and other writers on these subjects;" in other words, from the law of nations. Is there any poposing authority, questioning the validity of this opposing authority, questioning the validity of this rule? Prof. Parsons answers—None.

Its authority being established, the question arises as to its meaning and applicability. Its meaning is as plain as words can make it. It means meaning is as plain as words can make it. It means literally what it says. As to its applicability there must be three elements in any case to which it ap-plies. "One is, the persons arrested must be am-bassadors; another is that they must be ambassa-dors from a belligerent Power to a neutral Power; the third is, that they must be arrested while on their passage." Prof. Parsons thus proves that Mean and Slidell come within these reconvergences their passage 'Prof. Parsons thus proves that Mason and Slidell come within these requirements. Were they ambassadors? Yes, if Mr. Jefferson Davis knows anything about it, and his message is an authentic document. And it is pleasant to believe that that message contained one honest estatement

Were they ambassadors from a belligerent Power? Were they ambaassadors from a belligerent Power? Yes, so far as England is concerned, if it be possible for a civilized government to stand committed on any one point. Not only has she sought and made op-portunities for declaring them so, again and again, but it is on this very ground that the Government of England acknowledges the validity of our block-ade of the Southern ports, which inflicts upon her so much injury.

and of the Southern ports, which indicts upon her so much injury. If it be urged that *nce* do not call them a belli-gerent Power, my first answer might be, that if England were willing to regard the question as if we had taken persons who were not only commis-sioned as ambassadors, but as ambassadors from sioned as ambassadors, but as ambassadors from traitors and rebels in arms against the country to which they owe allegiance, our case might be none the weaker. But I do not propose to consider this question, because, so fur as England is concerned, if it be possible for a State to be *estopped* upon any one point, England is estopped from considering the Southern Confederacy as anything but a belli-covert Power.

cond police district contains some of the fitnest and most disgusting lanes and alleys, where men, women, and children, of all colors, live together. Bedford street, from Sixth to Eighth, Baker and Spafford streets, are fine specimens of this kind, al-though the denizens of these localities are generally a harmless set. About 49 patrolmen are allowed to the district, all of whom are needed. Liout. Frank Hampton is an old seaman, and a very effi-cient officer. This is the only position on the police force he ever held. The sergeants are Wm. A. Neff and Lemuel Selby.

in the district.

mayor.

THE ELEVENTH DISTRICT

THE TWELFTH DISTRICT.

THE THIRTEENTH DISTRICT

Includes Manayunk and North Penn Township. The station-house is on Mechanic street, above Christian, and was built in 1840 by the County Commissioners for a "lock-up." The building is the most poorly constructed of all the police stations in the city. It contains four badly-ventilated cells, which are so arranged as to render the sleeping

Neff and Lemuel Selby. THE THIRD DISTRICT. THE THIRD DISTRICT. This station-house is located in Union street, be-tween Third and Fourth. Licutenant, Samuel Goldey; Sergeant, Samuel McGauley; Acting Sergeant, Thomas Pierson. The force comprises thirty-seven men. On the first floor are the roll room and three unventilated cells. Last year the latter were overrun with vermin, and emitted a most intolerable stench. After a thorough purga-tion and fumigation of sulphur they were brought into rather a more tenantable condition, and the judicious application of whitewash relieved the

into rather a more tenantable condition, and the judicious application of whitewash relieved the sombre aspect of their walls somewhat. They are still capable of infinite improvement, without being made absolutely luxurious. All the male lodgers are furnished with sleeping accommodations in the cellar, either on coal heaps or soft boards. This station house is more resorted

to by homeless wanderers than any other in the city, as many as one hundred and ten having been accommodated in one night last winter, and the re-sult of their being crowded into coal-holes is an ap-parent necessity until measures of reform are taken. parent necessity until measures of reform are taken. This station-house (or a portion of it) was formerly occupied as a private residence, which accounts for its inconvenience. Licut. Goldey, however, is a philosophical sort of person and makes the best of everything. He first became connected with the police force about twenty years ago, under Mayor Scott's administration; and, perhaps, no officer has better improved the opportunities of the profession for acquiring experience of its system and workings. The most troublesome sections of the district are Sixth and St. Mary's streets, Sixth and Lombard Sixth and St. Mary's streets, Sixth and Lombard streets, and along Pine and Front streets. They show a record, that the world, the flesh, and the devil have had all to do in inditing.

THE FOURTH DISTRICT

Comprise the Sixth ward, extending from the Delaware to the east side of Seventh street, and Delaware to the east side of Seventh street, and from the south side of Vine street to Chestnut—the business part of the city in fact. The station-house is an old city property located in Oherry street, be-tween Fourth and Fifth, and was at one time used as a private dwelling. It contains four improperly-constructed and poorly-ventilated cells, that might be improved by whitewash, and are characterized by a very perceptible odor of foulness. In the passage leading to them stands an upright box about two feet wide, and seven feet high, known as the shower-bath. Its purpose is to soften the obduracy of refractory prisoners ; but wo are in-formed that it has never been used. It has stood in the passage from time immemorial, and prisoners have glanced at it awry, passing to confinement. The number of lodgers accommodated per month varies from three to four hundred. There has been

varies from three to four hundred. There has been varies from three to four hundred. There has been fully double that number of applicants, but the in-sufficiency of space has necessitated a refusal to their appeals for sholter. The cellar of the build-ing, it has been suggested, might be converted into an additional lodging apartment. It is not at pre-sent used for any specific purpose, the cells being on the first floor. About forty lodgers are nightly sheltered, the fomales being appropriated a sepa-

sent used for any specific pulpose, the tents being on the first floor. About forty lodgers are nightly sheltered, the fomales being appropriated a sepa-rate apariment from the males. The police force comprises Licutenant Bowers, Sergeants Bartholomew and Dougherty, Operators Gordon and Blackburn, and forty patrolmen. Lieutenant Abraham Bowers is about thirty-five years of age, and has been connected with the de-partment since 1851, as have also both of his ser-geants. The Fourth district containing by far the largest amount of valuable property of any district in the city, the responsible nature of Lieutenant Bowers' office may readily be seen; while his fit-ness for the post is best attested by the efficiency of his police system, and the comparative security which the district has enjoyed from fires, burgla-ries, et id comme genus.

ries, et id omne genus. This immunity is remarkable, when we reflect that the district embraces a majority of the banks, banking-houses, places of public amusement, and valuably-stocked wholesale stores of the city.

THE FIFTH DISTRICT.

is by no means a sufficient number, as there are nu-merous large and extensive factories in Manayunk, which cannot receive the proper attention that should be paid them. Some of the officers' patrol beats form one to two miles in extent. The Lieu-tenant, John W. Brown, was first appointed by Mayor Henry-this being his first experience in po-lice business-nevertheless, he is well fitted for his position, and thoroughly understands its duties. The sergeants are Edward Holgate and John S. Cameron. The district is not infested by any noto-rious gangs, and is very well managed. Including the Seventh and Eighth wards, is one of the quietest in the city, although a few years since certain of its localities were infested with gangs of ruffians, who would not hesitate at comgangs of ruffians, who would not hesitate at com-mitting any crime to carry out an object. Part of this district, from South to Chestnut, was inhabited by the notorious "Schuylkill Rangers," which gang has now become almost extinct. "The station-house, a neat and pretty building, about 22 feet front and 120 feet deep, is located on Fifteenth street, below Locust. The building contains six ells, four of which are in the basement, and, al-though not as perfect as they should be, are much better than most of those at other police stations. Two of the cells are on the first floor, and are very rious gangs, and is very well managed. THE FOURTEENTI DISTRICT THE FOURTEENTH DISTRICT Comprises Germantown and the township of Bristol. The station-house is situated on Main street, above the railroad depot. It is city property, and was built expressly for the purpose. It contains two cells. Twelve officers are attached to it. As the beats are mostly very long, the number is in-sufficient. Nevertheless, breaches of the peace are rare in this latitude, thanks to the tact of "the ma-pergement". Lieut theo. W. Dungen served under Two of the cells are on the first floor, and are very clean and kept in reserve for prisoners and lodgers of a respectable casto. More men are allowed to of a respectable casto. More then are allowed to this district than any other—the number being 64— all of whom, however, are necessary. The Licu-tenant, Geo. W. Paulin, was first appointed under Mayor Conrad, and reappointed by Mayor Henry. He is a good officer, and much respected by the citizens of the Seventh and Eighth wards. Messrs. Charles Jardin and Matthew Brittan are the ser-genuits and are strentize to the duties of their nagement.³ Lieut. Gieo. W. Dungan served under Mayor Conrad, and was for five years high consta-ble. He was appointed sergeant by Mayor Henry, and, upon the resignation of Lieut. Geo. Taylor, he succeeded to that officer's position. Sergeant Dick-inson. of this district, (an efficient gentleman,) has not not hed his coloborer appointed.

THE SIXTH DISTRICT. Which takes in the Ninth and Tenth wards, is under the charge of Lieutenant Joseph Patten, an able and experienced officer. He served with credit under Mayors Swift, Gilpin, and Conrad.

geants, and are attentive to the duties of their

not yet had his colaborer appointed.

public, and curate the second fore we forbear. Neverthelees, the fact is patent that the effect of diminish crime. About 250 Neverthelees, the fact is patent that the enect of the war has been to diminish crime. About 250 arrests, mostly for trivial offences, arc here made per month. When Lieut. Spear came into office the number sometimes reached 400 monthly, and in

ARRIVED. Bark Thos Killiam, (Br) Dennis, 33 days from Dublin, in ballast to F A Souder & Co. Bark Siphias, (Br) Morris, 39 days from Liverpool, with salt to Thos Richardson & Co. Bark Oak, Ryder, 5 days from Boston, with mdse to Twalle & Co. the month succeeding the enactment of the consoli-dation law no less than 700 persons were arrested

in the district. On the first floor are the lieutenant's office, pri-vate closets for the officers, apartment for fire-purof, &c. The office of the lieutenant is small, and damp enough for all unnecessary purposes, being situate at the extreme northeast corner of the building. On the wells, hence the portion of Twells & Co. Brig Alex Milliken, Fish, 3 days from New York, with ship timber to nary yard-vessel to J E Bazley. Schr Richard Hill, Smith, 4 days from Providence, Ship Hillief via the state of t being situate at the extreme northeast corner of the building. On the walls hang the portraits of several prominent Philadelphians, such as Mayor Henry, Chief Ruggles, ex-Mayor Vaux, a photo-graph of the Scott Legion Regiment, and a well-executed sketch in oil of a French color-sergeant

Pennsylvania Railroad Co.'s 6 per cent, se-cond mortgage loan, (\$30,000). Huntingdon and Broad Top Bailroad and Canal Co.'s mortgage loan. Ground rent, first-class. Oollateral loans, woll scoured. Michael Co.'s mortgage loan. Allegheny County 6 per cent loan. Mechanics' Bank stock. Pennsylvania Railroad Co.'s stock. The Reliance Mutual Insurance Co.'s stock. The Deleware M. S. Insurance Co.'s stock. The Deleware M. S. Insurance Co.'s stock. Union Mutual Insurance Co.'s stock.

executed sketch in oil of a French color-sergeant dying with the banner in his hand. In an oppo-site corner are the colors of Company C. Scott Le-gion, of which Lieut. Spear was captain in the three-months campaign. The fire-proof contains the old records of the district of Korsington, as well as a number of old ballot-boxes. Their preservation for so long a time is conclusive evidence that they must have been "stuffed." Here also is the repository for unclaimed stolen goods. Fire-proofs should be introduced into every station-house. On the second floor are the officers' sleeping anartments, two in number. adjacent to which are

Schr Levin Lank, Boyce, 2 days from Concord, Del, with bark to Jas L Bewley & Co. Schr Chief, Townsend, 2 days from Indian River, Del, with corn to J L Bewley & Co. Schr Sarah Warren, Hollingsworth, 1 day from Little Creek Landing, Del, with oats to J L Bewley & Co. Schr Yum H Mills, Rich, from Baltimore. Schr Wm H Mills, Rich, from Baltimore. Schr Wm H Mills, Rich, from Baltimore. Schr Wm H Mills, Rich, from New York. Schr Belen Mar, Tuthill, from New York. Schr Wm P Williams, Rose, from Newport. Schr Wm P Williams, Rose, from Newport. Schr Bariel Morris, Hoover, from New London. Schr Spray, Price, from Boston. Steamer Bristol, Charles, 24 hours from New York, with mdse to W P Clyde. On the second floor are the officers sleeping apartments, two in number, adjacent to which are the sergeants' apartments. The main sleeping apartment was many years ago occupied by the Kensington Lodge of Free Masons, and the ser-geants' rooms were used as ante-chambers. At the head of the stairs is a gong, which wakens the men at night fifteen minutes before roll call.

The Mutual principle, combined with the security of a Stock Capital, entitles the insured to participate in the FROFITS of the Company, without liability for LOSSES. Leases promptly adjusted and paid. DIEECTORS.

OLEARED. Schr R Gilfillau, Smith, Jamaica, D N Wetzlar & Co. Schr J G Stille, Swain, Port Royal, Tyler, Stome & Go. Schr Spray, Price, d do Schr R J Mercer, Robinson, do do Schr J Sparks, Iuman, New York, R Hare Powell. Schr J Ke Smith. Mod do Schr I & B Snith, Smith, do do Schr Helen Mar, Tuthill, New Haven, Sinnickson &

Clem Tingley, William R. Thompson, Frederick Brown, John R. Worrell, E. L. Carson, G. D. Rosengarten, Charles S. Wood, James S. Woodward, M. HINGHMAN, Secretary. DIBLETOBS. Samuel Bispham, Robert Steen, William Musser, Marshall Hill, J. Johnson Brown, Charles Leband, Jacob T. Bunting, Smith Bowen, John Bissell, Pittsburg. CLEM TINGLEY, Fresident. 3. M. HINOHMAN, Secretary. February 18, 1861. Schr C Williams, Golding, Norwich, Castner, Stickney & Wellington. DENN MUTUAL LIFE INSU-

THE ELEVENTH DISTRICT Is the largest built-up district in the city, including the whole of the Eighteenth and Nincteenth wards, and part of the Twenty-fifth ward. The station-house is situated on Trenton avenue, below Dau-phin street, and presents an unusually handsome appearance. It has seven well-ventilated cells above ground, and the accommodations for the officers are most complete. The force consists of forty-six men, which, owing to the size of the dis-trict, is deemed insufficient. Some of the beats are two miles in extent, besides which there are cer-tain localities in the district inhabited by charac-ters of whom the law takes frequent cognizance. Very frequently the officers, while in the dis-charge of their dulies, are soverely handled. The localities known as "Louse Harbor," "Flat-iron Row," "Pluck Hill," and many others, are the abodes of some of the most noted charactors on the police record. In the neighborhood of Norris Square, Nineteenth ward, the Crawford murder, with which all our readers are conversant, was converted. The police force is under the police

Schr C williams, colding, Notwich, Casther, Sinckney & Wellington. Schr H Willits, Parsons, Norwich, J B Henry. Schr D Morris, Hower, Norwich, J B Henry. Schr K H Mills, Bich, Boston, Noble, Hammett & Caldwell. Schr Ida V McCabe, Pickup, Baltimore, do Schr E M Williams, Rose, Port Morris, do Schr Emma Amelia, Harding, Boston, Twells & Co. Schr Kendrick Fish, Wul, Portsmouth, J R White. Schr Harriet Neall, Houghton, Castine, Baüeroft, Lewis & Co. Lewis & Co.

with which all our readers are conversant, was committed. The police force is under the able management of Lieutenant John R. Whiteraft, Assisted by Sergenus Ed. R. Tyson and Hugh Alexander. Lieutenant Whiteraft was formerly a Schr Emma Furbush, Kendall, Dorchester, Repplier & painter, and was first appointed by the present Brother.

Str Fanny Garner, Spencer, New York, W P Clyde. Str J S Shriver, Dennis, Baltimore, A Groves, Jr.

MEMORANDA.

This station house is located at the northeast cor-ner of Tenth and Thompson, in the old city proper-ty formerly used as Commissioners' Hall. It was converted into a station house immediately after consolidation. At that time but one small room was devoted to the marshal's police. It is not re-marked a propert as having four ill provider Steamship Kensington, Baker, hence, arrived at Bos-Scher Treasurer, Fish, hence, was at Savanna la Mar

was devoted to the marshal's police. It is not re-markable, except as having four ill-ventilated cells, which are generally fulsome and unhealthy. It is provided with twenty-six patronmen, hot as many as could be advantageously employed in the preservation of the public pence. The superior offi-cers are Licut. Wim. Jacoby, Sergeant Walter Brode, and Thomas Ford. Licut. Jacoby was ap-pointed by Mayor Conrad, in September, 1854, and has been in the department ever since. He is an able officer, physically, mentally, and muscularly, and, withal, an upright man. The district was for-merly notorious for its lawlessness. It has under-gone a wonderful improvement in this respect. Schr Breasurer, Fish, hence, was at Savanna la Mar Schr Breasurer, Fish, hence, was at Savanna la Mar Schr D E Mactine Schwarz Brand Schwarz Schwarz

WINES AND LIQUORS.

DURE PORT WINE.

DUCUE DO PORTO WINE, BOTTLED IN PORTUGAL IN 1820. Physicians and invalids in want of a reliable article of

which are so arranged as to render the sleeping apartments for the officers almost unfit to be occu-pied. The district contains only 14 officers, which pure Port Wine can be supplied by inquiring for the shove wine at CANTWELL & KEFFHR'S, Southeast corner GEEMANTOWN Avenue and MASTER Street. is by no means a sufficient number. as there are nu-

HENNESSY, VINE-YARD PRO-prietors, Bisquit, Tricoche & Co., Marett, Pinet, and other approved brands of COGNAO BBANDY, for sale, in bond and from store, by CANTWELL & KEFFER, Boutheast corner GEBMANTOWN Avenue and MACTER Street.

CTUART'S PAISLEY MALT WHIS-

| | UART'S PAISHEL MAUL | - 44 E |
|----|-----------------------------------|--------|
| Э. | KY. | |
| | Buchanan's Coal Ila Whisky, | |
| | Old Tom Gin, Old London Gin,- | |
| | London Cordial Gin. Bohlen's Gin, | |
| | To hand and stone | |

In bond and store. CANTWELL & KEFFER, Southeast corner GEBMANTOWN Avenue and MASTEB Street.

VOUAVE CHAMPAGNE,-A new A brad-an excellent article. Imported and for sale at a price to suit the times, by CANTWELL & KEF-FER, southeast corner of GEBMANTOWN Avenue and MASTEB Street.

RUDESHEIMER-BERG, LAUBEN-HEIMEB, and HOCKHEIMEB WINE, in cases of one dozen bottles each; warranted pure. Imported and for sale low by CANTWELL & KEFFEB, south-east corner GEBMANTOWN Avenue and MASTER Breet.

Bobert Flanigan, Michael McGeoy, Edward McGovern, Thomas B. McCormick, John Bromley, Francis Falls, John Cassady, Bernard H. Hulsemann, Oharles Claro, Michael Cabill. (US CIOOPER, President. aas Fisher, cis McMan FRANCIS COOPER, Presi BERNARD BAFFERTY, Secretary. THE RELIANCE

MECHANICS' INSUBANCE COMPANY OF PHILADELPHIA, No. 188 North SIXTH Street, below Bace, Insure Buildings, Goda, and Marchandisa genea rally, from Loss or Damage by Bire. The Company gua-ranty to adjust all Losses promptly, and thereby hope if merit the patronage of the public. DIBECTORS. William Morgan, Bobert Manigan, Building Genera,

TIRE INSURANCE.

William Morgan, DIR. William Morgan, George L. Dougherty, James Martin, James Duross, Matthew MicAleer, Bernard Rafferty, Thomas J. Hemphill, Thomas B Fisher.

MUTUAL INSURANCE COMPANY.

2.600 0

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bon, Florence, Bordentown, 2C., 2C. 124, J., 5, and 52, P. M.
Steamboat Trenton, for Bordentown and intermediate places, at 24 P. M. from Walnut-street wharf.
For New York and Way Lines leaving Kensington Depot, take the cars, on Fifth street, above Walnut, haif an hour before departure. The cars vun into the depot, and on arrival of each train run from the depot. Fifty Pounds of Baggage, only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.
THEE DEFNNISTY V A NIA CONVIDE AT.

27,900 00 THE PENNSYLVANIA CENTRAL BALLEGAD, 250 MILES DOUBLE TRACE. 4,000 00 2,462 50

1861. 1862. THE CAPACITY OF THE BOAD IS NOW EQUAL TO ANY IN THE COUNTRY. THREE THROUGH PASSENGEB TRAINS

80,000 00 10,000 00 5,135 01 2,812 60 4,000 00 25,350 00 1,050 00 380 00 14,302 74 7,104 45 FALL AND WIN-TER ARRANGEMENT.-PHILADELPHIA, GEBMANTOWN, and NOBRIS-TOWN BAILBOAD. TIME TABLE. On and after Mouday, October 23, 1861, until further notice. THREE THROUGH PASSENGER TRAINS BETWEEN PHILA DELPHIA AND PITTSBUBG. Connecting direct at Philadelphia with Through Trains from Boston, New York, and all points East, and in the Union. Depot at Pittsburg with Through Trains to and from all points in the West, Northwest, and Southwest— thus furnishing facilities for transportation of Passen-gers unsurpassed for speed and comfort by any other route. \$317.142 04

notice. FOB GERMANTOWN. Leave Philadelphia, 6, 7, 8, 9, 10 05, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 104, and 114 P. M. Leave Germantown, 6, 7, 7%, 8, 8%, 9%, 10%, 11%, A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9%, 11 P. M. The 8% A. M. train from Germantown stops at Duy's Toute. Express and Fast Lines run through to Pittsburg, without change of Cars or Conductors. All Through Passenger Trains provided with Longhridge's Patent Brake-speed under perfect control of the engineer, thus adding much to the safety of travellers. Brooking Cars are attached to each Train; Wood-ruff's Sleeping Cars to Express and Fast Trains. The EXPRESS BUNS DAILY: Mail and Fast Lines Sun-days accented. and Tioga only.

5.40, 7.40, and 9.10 P. M. ON SUNDAYS.

Leave Chestnut Hill, 7.50 A. M., 12.40, 5.40, and 9.10 P. M. FOB CONSHOHOCKEN AND NOBRISTOWN. Leave Philadelphia, 63, 9.05, 11.05 A. M., 14, 8.05, 44, 6.05, and 8.06 P. M. Leave Norristown, 7, 8, 9, 11 A. M., 14, 44, and 6 P. M. ON SUNDAYS.

P. M. ON SUNDAYS. Leave Philadelphia, 9 A. M., 3 P. M. Leave Norristown, 7 ¥ A. M., 5 P. M. FOB MANAYUNK. Leave Philadelphia, 6%, 9, 11 A. M., 1¥, 3.05, 4¥, 6.05, and 8.05 P. M. Leave Manayunk, 6%, 7%, 8%, 9%, 11% A. M., 2, 5, and 6% P. M. nd 6% P. M. ON SUNDAYS. Leave Philadelphia, 9 A. M., 3 and 7 P. M. Leave Manayunk, 7% A. M., 5% and 8 P. M. H. K. SMITH, General Superintenden oc28-if Depot NINTH and GREEN Streets. ivers. NGT Fare always as low, and time as] quick, as by any

CHARTER PERPETUAL. ALL THE PROFITS DIVIDED AMONG THE IN-SUBED. Insure Lives for short terms or for the whole term of Hfe; grant Annuties and Endowments; purchase Life Inte-rests in Real Estete, and make all contracts depending on the contingencies of life. They sot as Encoutors, Administrators, Assignces, Trustees, and Guardians. For farther information apply at the Passenger Sta-tion, Southeast corner of Eleventh and Market streets. The completion of the Western connections of the Pennsylvania Railroad to Chicago, make this the ASSETS OF THE COMPANY, January 1, 1861. DIRECT LINE BETWEEN THE EAST AND THE GREAT WEST GREAT WEST The connection of tracks by the Railroad Bridge at Pittsburg, avoiding all drayage or ferriage of Freight to-gether with the saving of time, are advantages readily appreciated by Shippers of Freight, and the Travelling Public. Merchants and Shippers entrasting the transportation of their Treight to this Company, can rely with confi-dance on its speedy transit.

Cash on hand, agents' balances, &c., &c.... 88,206 14 \$1,071,188 01

JOHN W. HORNOR, Secretary.

FURE INSURANCE EXCLUSIVE-DELY. The PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825. OHABTEB PER-PETUAL. No. 510 WALNUT Street, opposite Independ-mere Source to, or address either of the following Agents of the Company:
D. A. Stewart, Pittsburg.:
H. S. Pierce & Co., Zanewille, O.; J. J. Johnson, Ripley, O.; B. McNeely, Maysville, Ky.; Ormsby & Cropper, Portsmouth, O.; Paddock & Co., Jeffersoaville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athern & Hibbert, Cincinnati, O; R. C. Meldrum, Madison, Ind; Jos. E. Moore, Louisville, Ky.; P. G. O'Elley & Co., Excinnati, N. and K. S. Start, S. S. Start, S. This Company, favorably known to the community for thirty-six years, continues to insure against Loss or Da-mage by Fire, on public or private Buildings, either per-manently or for a limited time. Also, on Furniture, stocks of Goods, or Merchandise generally, on liberal

erms. Their Capital, together with a large Surplus Fund, is avested in the most careful monner, which enables them a offer to the insured an undoubted security in the case

DIRECTORS. Jonathan Patterson, Quintin Campbell, Alexander Benson, William Montelius, Thomas Robins, Daniel Smith, Jr., John Devereux, Thomas Smith.

JONATHAN PATTERSON, Freedent. WILLIAM G. CROWELL, Secretary. ap4 L. L. HOUPT, Gent Aloca, Pa. ja3-ly E. LEWIS, Gen? Sup't, Altoona, Pa. ja3-ly PHILADELPHIA AND BEADING BAILBOAD, PASSENGER, TRAINS FOR POTTSVILLE, BEAD-ING, and HARRISBURG, on and after November 4, 1861. MOBNING LINES, DAILY, (Sundays excepted.) Leave New Depot, corner of BBOAD and CALLOW-HILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowlill streets, at 8 A. M., con-necting at Harrisburg with the PENNSYLVANIA BAILBOAD 4.15 P. M. train, running to Pittsburg; the OUMBERLAND VALLEY 1.50 P. M. train running to Chambersburg, Carlisle, &c.; and the NORTHERM OENTRAL BAILBOAD 1.20 P. M. train running to Sun-bury, &C. **TNSURANCE COMPANY OF THE** STATE OF PENNSYLVANIA-OFFICE Nos. 4 and 5 EXCHANGE BUILDINGS, North side of WAL-NUT Street, between DOGK and THIRD Streets, Phila-

delphia. INCORPOBATED in 1794-OHARTER PERPETUAL.

CAPITAL, \$200,000. PROPERTIES OF THE COMPANY, FEBBUABY 1, 1801, \$507,004.61. MABINE, FIRE, AND INLAND TRANSPORTA-TION INSURANCE.

DIRECTORS. DIRECTORS. Henry D. Sherrerd, Gharles Macalester, William S. Smith, John B. Budd, William B. White, George H. Stuart, Edward O. Knight, HENRY D. SHERRERD, President. WILLIAM HARPER, Secretary, JOHN D. Sherrerd, Sharles S. Lewis, George C. Carson, Edward C. Knight, Milliam S. Secretary, J29-H WILLIAM HARPER, Secretary,

THE ENTERPRISE INSUBANCE COMPANY OF PHILADELPHIA. (FIRE INSURANCE EXCLUSIVELY.) COMPANY'S BUILDING, S. W. COBNER FOURTH

CHARMER'S JUNCHED LOOP. M. train running to Sun-bury, &c. AFTERNOON LINES. Leave New Depot, corner of BROAD and CALLOW-HILL Streets, PHILADELPHIA, (Passenger entrances on Thirteenth and on Callowhill sts.), for POTTSVILLE and HABRISBUEG, at 3.15 P. M., DAILY, connect-ing at Harrisburg with the Northern Central Bailroad, for Sunbury, Williamsport, Elmira, &c. Express Train from New York via Easton makes close connection with the Reading Mail and Accommodation Trains, connect-ing at Harrisburg with the Pennsylvania Central 3.15 A. M. Train running west. For BEADING only, at 4.30 P. M., DAILY, (Sundays excepted.) DISTANCES VIA PHILADELPHIA AND BEADING BAILBOAD. TRAOR PHILADELPHIA, MISS. AND WALNUT STREETS. DIRECTORS. Mordecai L. Dawson, Geo. H. Stuart, John H. Brown, R. A. Fabracta

The ships from Boston call at Halifax and

PROPOSALS WILL BE RE-ceived at the office of the Depuity Quartermaster General, United States Army, No 1139 GIRARD Street, Philadelphia, until 12 o'cicke M., on the 5th of December next, for furnishing one hundred four-wheel Ambulances, known as the Tripier pattern, to be endorsed "Propo-sals for furnishing one hundred four-wheel Ambulances, known as the Tripier pattern, to be endorsed "Propo-sals for furnishing one hundred four-wheel Ambulances, known as the Tripier pattern, to be endorsed "Propo-sals for furnishing one hundred four-wheel Ambulances, known as the Tripier pattern, to be endorsed "Propo-sals for furnishing one hundred four-wheel Ambulances, admittantial and the staff, and fastened on the tills by 33-inch bolts at each end. The silts are more at front end so as to incline the foot-board upwards. There are eight studs on each side, 14 inches sufts are more at front end so as to incline the foot-board upwards. There is a top rail about 4% inches above; this rail is fastened to the studs. The body is 5 for 1% inches in length in the clear, from outside of tail-piece to box in front, and 4 feet wide in the clear, front, or head-board, 15 inches high, 5 feet high in center from for to ridge pue, and top made oval, 6 bows 2% inches; fastened to nails and studs with serves outside. In second iower panel or 2 feet from front, on each side, there is a vicket door 5% inches while and 14% inches long. This is 18 inches wide, 11% inches in the clear, it box is 18 inches wide, 11% inches in the clear, it box is 18 inches wide, 11% inches in the clear, with partition in the middle; the lary back is fastened to the lid of box, plain hand lock on side, to which is attached an iron rod or lever alongside of body; to the lever is a strap by which the driver locks the wagon. A middle bar 2%2% inches is bolted on sills, for the DROPOSALS WILL BE RE-

The ships from Boston call at Halifax and Oork Har-bor. PERSIA, Gapt. Judkins. [AFRICA, Capt. Shannon. ABABIA, Capt. J. Leitoh. ABIA, Capt. J. Leitoh. ABIA, Capt. J. Leitoh. CANADA, Capt. J. Leitoh. MEBRICA, Capt. Anderson. Capt. Cock. [EUROPA, Capt. Moddla. Capt. Cock. [EUROPA, Capt. Anderson. SCOTIA, (now building.) These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow. NIAGABA, Moodio, leaves Boston, Wednesday, Nov. 27. ASIA, Lott. " Nork, Wednesday, Dec. 16. AFRICA, Shannon, " Nork, Wednesday, Dec. 15. Berths not secured until paid for. An experienced Surgeon on board. The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Prezious Stones, or Medias, unless bills of lading are signed therefor; and the value thereof therein expressed. For freight or pas-sage, apply to R. CUNABD, mh4-tf 4 BOWLING GREEN, New York.

sage, apply to mh4-tf 4 BOWLING GREEN, New York.

RAILROAD LINES.

ON SUNDAYS.

Leave Philadelphia, 9.05 A. M., 2, 7, and 10% P. M. Leave Germantown, 8.10 A. M., 1, 9, and 9% P. M. CHESTNUT HILL RAILBOAD.

Leave Philadelphia, 6, 9, 11, A. M., 2, 4, 6, 8, and 10 %

Leave Chestnut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 3.40,

ON SUNDAYS. Leave Philadelphia, 9.05 A. M., 2 and 7 P. M. Leave Chestnut Hill, 7.50 A. M., 12.40, 5.40, and 9.10

Northwest corner SIXTH and CHESTNUT Streets, anlotf Philadelphia.

WEST CHESTER AND PHILADELPHIA RAIL-

ROAD. VIA MEDIA. WINTER ABRANGEMENT. On and after MONDAY, Nov. 25, 1861, the trains will leave PHILADELPHIA, from the Depot, N. E. corner of EIGHTEENTH and MARKET Streets, at 8.30 A.M., 2, 4.15, and 10.30 P. M., and will leave the corner of THIRT - FIRST and MARKET Streets, (West Phila-delphis,) at 17 minutes after the starting time from the Depot.

Leave PHILADELPHIA at 8 A. M. and 2 P. M. Leave PHILADELPHIA at 8 A. M. and 2 P. M. Leave West Chester at 8 A. M. and 4 P. M. The Trains leaving Philadelphia at 8,30 A. M. and 4.15 P. M. connect at Pennelton with Trains on the Phila-delphia and Baltimore Gentral Balroad for Concord, Kennett, Oxford, &c., &c. HENRY WOOD, no25-tf

WEST CHESTER RAILBOAD TRAINS VIA PENN-SYLVANIA RAILBOAD, leave depot, corner ELLE-VENTH and MARKET Streets, at 8 A. M., 1230 noon, and 4 P. M.

ap19-tf.

notice.

| <text><text><text><text><text><text><text><text><text><text><text></text></text></text></text></text></text></text></text></text></text></text> | the Southern Confederates as a strained but a balli Which takes in the Ninth and Tenth wards, is THE FIFTEENTH DISTRICT, | of one sozen bottles each; warranted pure. Imported and for sale low by CANTWELL & KEFFER, south- | DIRECTORS. | To Phoenixville 28 | | |
|--|--|--|---|--|--|--|
| | | and for sale low by CANTWELL & KEFFER, south- | | Beading | EXPRESS COMPANIES. | NOUNTO |
| <text><text><text></text></text></text> | | n Frank- east corner GERMANTOWN Avenue and MASTER | William McKee. Geo. H. Stuart, | Lebanon | minimi | nuiels. |
| <text></text> | | last sum- Btreet. | | Harrisburg | THE ADAMS EXPRESS | |
| In control land upwer to ge and land u | a fact can be proved by any evidence. But it is a state of the state o | building | | Millorehurg | | OT. NICHOLAS HOTEL. |
| a. Exploring prof. by The first prof. | | all con- INSURANCE COMPANIES. | | | Marth Comparis Parcels, Packages, Merchandise, Bank | BROADWAY, NEW YORK. |
| In the land, build to degrade with a view to be a think and compare with a view to be a think a | | sleeping | | Smbury | Notes and Specie, either by its own lines or in connection | |
| response res | | ry. The MOMMONWEALTH FIRE INSU- | | Northumberland171) | with other Express Companies, to all the principal Towns | BOARD REDUCED TO \$2 PER DAY. |
| be denominant of the composite of the co | rule is this; you may stop ambassadors from any constructed with a view both to heath and comfort. station is provided with a fire bell, which | AND SAME A L PANCE COMPANY OF THE STATE | | Lewisburg | and Cities of the United States | |
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| matching protection of the protecti | slip into an island, however small or barren or the two sergeants, momins Pole and hewis Lowis. tance from the State House. The force of | onsists of DIRECTORS. | | Muncy | | in 1854, it has been the single endeavor of the proprietors |
| difference here/, Lusy acquire at ences ult hey provide at | The Deal on the Deal on the Deal on the Deal on the Deal of Unestruct to Vine only imply a officient which should be do | the that David Jayne, M. D., Charles H. Rogers, | DEDDERTHAL No. 810 WALNUT Streat, shows Third. | Williamsport | | to make it the most sumptuous, convenient, and comfort- |
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| http hare left de jurialtanon of dur grasse de la la la carace lo al grasse de la la carace lo al grasse de la la control de la la control de la la control de la la control de la contr | loss of amhumadars and assumed after the stonned after the since ingured largely in police annals. The his post and manager his husiness to the | Kdward U. Knight, Kobert Shoemaker, | Having a large naid-up Capital Stock and Surping in- | | | Ailantic. |
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| The section function of the form of the section of the secting of the secting of th | anywhere else in all the sect of their processes (Ano I'll, it soldom being that crimes of a serious character ing was at one time carried on there to a | consider. DAVID IAVNE M D Deselder. | insure on Dwellings, Stores, Furniture, Merchandise, Ves- | Baliroad. | TOWN | comfort of its guests they have endeavored, without re- |
| his to have uttered auch nonsenses. But, in <i>factor</i> have utered auch nonsenses. But, in <i>factor</i> have utere dave util most observes of use of the serves are stelled and the own has performed and annum Allowes and annum Allowe | any where end in the lost of minute builded of the | A TIL VALMAN MI TOWN | sels in port and their Cargoos, and other Personal Pro- | | By Ericsson Line to Baltimore, and from thence by | of individual and social enjoyment which modern art |
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| bety bis whole reasoning, but by cryperse words, may be have it as a regression. bety bis whole reasoning, but by cryperse words, may be have it as a regression. bety bis whole reasoning, but by cryperse words, may be have it as a regression. bety bis whole reasoning, but by cryperse words, may be have it as a regression. bety bis whole reasoning, but by cryperse words, may be have it as a regression. bety bis whole reasoning, but by cryperse words, may be have it as a regression. bety bis whole reasoning, but by cryperse words, may be have it as a regression. bety bis whole reasoning, but by cryperse words, may be have it as a regression. bety bis whole reasoning, but by cryperse words, may be have it as a regression. bety bis whole reasoning, but by cryperse words, may be have it as a regression. bety bis whole reasoning, but by cryperse words, may be have it as a regression. bety bis whole reasoning, but by cryperse words, may be have it as a regression. bety bis whole reasoning, but by cryperse words, may be have it is a stression. bety bis whole reasoning, but by cryperse words, may be have it is a stression. bety bis whole reasoning, but by cryperse words, may bis bis bis bis stression. bety bis whole reasoning, but by cryperse words, may bis bis bis bis bis bis bis bis bis bis | | Wolden Office, Commonwealth Building, 613 CHESTRUT | DIRECTORS. | WILLIAMSPORT, and ERIE RAILROAD, making | WASHINGTON, | tronage which it has commanded during the past six years |
| bit bit discost and a registro of the series of the bit bit of the series of the series of the bit bit of the series of the bit bit of the series of the bit bit of the series of the ser | the does not reave this matter open. He shows, not Station-house stands back of the old Northern Li- | Street, Philadelphia. | Tuomas to maria Astros mo campodit | Alone connections with innes w sines and sines in the second seco | | is a gratifying proof that their efforts have been appre- |
| The strict opprises register of the sequence where an intervence o | only by an above reasoning, but by express words, berry fran, find sireor, appres button wood, and | | | | | cisted. |
| | | A NTHRACITE INSURANCE | | | at the Office of the Ericsson Line daily, and forwarded | |
| The task carried is the face arried is the face arr | passage ends. What he says is this; You may The district comprises the Eleventh and Twelfth Comprises the entire Twenty fourth we | rd. The A COMPANY Authorized Capital \$400.000 - | John T. Lewis. | and OALLOWHILL Streets. | with all possible despatch. All freights will be required | quired to practise the most right economy, the under- |
| Two billing was connected and the property of the first of the objection of the property overed, which as a poor of the first of the objection of the property overed, which as a poor of the first of the objection of the property overed, which as a poor of the first of the objection of the states, because our of the first of the objection of the objection of the states, because our of the first of the objection of the states, because our of the first of the objection of the states, because our of the first of the objection of the states, because our of the first of the objection of the states, because our of the first of the objection of the states, because our of the first of the objection of the states, because our of the first of the objection of the states, because our our our our our of the states, because our | stop the ampassador of your enemy on his passage. wards, in which are located numerous "fence- station-house is located in what was for | erly the CHARTER PERPETUAL. | THOMAS B. MABIS, President. | Detabar 30 1881 | 1 to be prepared and the mane wild department merines | SIMA PADNUAR BAN BRIUM VE BUIAD BU |
| the do peculiar privileges. Partone disposes rapidly of the objection that the <i>Treat</i> , being paid by the English Govern- ment for carrying the mails, was a public ship- the <i>Treat</i> , being paid by the English Govern- ment for carrying the mails, was a public ship- for <i>The Treat</i> , being paid by the English Govern- ment for carrying the mails, was a public ship- for <i>The Treat</i> , being paid by the English Govern- ment for carrying the mails, was a public ship- for <i>The Treat</i> , being paid by the English Govern- ment for carrying the mails, was a public ship- for <i>The Treat</i> , being paid by the English Govern- ment for carrying the mails from Cambridge to Boston, for othe log error to the for the for earry to the United States, because our for the base, and the thing for the for earry to the base of the states, because our for the for earry to the base do the for this foul ar coccurries the main room of the station. The base, and to the states, because our for the base, and to the basel ho of the states, because our for the base function is under the state, basel of the states, because our- for the states, because our- ing the base, and to the basel ho of the states, because our- for the basel ho of the states, because our- the basel ho of the states, because our- the basel ho of the states, because our- for the basel ho of the states, because our- the basel ho of the states, because our- for the basel ho of the states, because our- for the basel ho of the states, because our- for the basel ho of the states, because our- the basel ho of the states, because our- tho the states, because our- tho the states, because our- the | But when he has arrived he becomes enti- houses," for the reception of stolen goods, and for the Commissioners' Hall, West Philadelph | a. The Office No. 311 WALNUT Street, between Third and | ALBERT C. L. CRAWFORD, Secretary. 1622-M | | Freight 35 cents per 100 pounds through to Washing- | |
| - Prot. Parsons disposes repidly of the objection that the <i>Trent</i> , being paid by the English constrained as number of the numb | tied to peculiar privileges. harboring thieves and other criminals. The station- building was commenced about ten wave | since by Bourth Streets, Philadelphia. | | PHILADELPHIA | ton, when in quantities of 1,000 pounds and over. This | |
| that the <i>LP2nt</i> being paid by the <i>LEpgins Governa</i> . The <i>Trent</i> being paid by the <i>LEpgins Governa</i> . "The <i>Trent</i> being since been deliared a number by the basis marks and the LEnking being and by the LEpgins down of the district, which are so poorly ventilated as to endanger which has so governal to the district of the distric | . Prof. Parsons disposes rapidly of the objection house, which is a poor, miserable building, and the Livingston Lodge, I. O. O. F. but the | ay heing. This Company will insure against loss or damage by | INSURANCE COM- | AND BEADING BAILBOAD | is the cheapest, and as reliable a route as there is be- | their table has hitherto been supplied. |
| The full of rent in the full of mains, will a public sing of a subject sing | and the <i>176m</i> , being baid by the English Govern- which has long since been declared a nuisance by unable to complete it, it was sold to the | Commiss : Fire, Of Buikings, Furnishto, and Merchandise Sono- | | OD. (Office 227 South Fourth street.) | tween Philadelphia and Washington. | Be7-3m TREADWELL, WHITCOMB, & CO. |
| The Profit a gas with a comparison of the state of the line of the state of the state of the state of the line of the state | thent for carrying the mails was a nublication these residing in the neighborhood, contains fine that the district site and the distribution of | | | PHILADELPHIA, ADRIL 3(, 100L | | |
| England, as much as the Cambridge horse car which carries the mail from Cambridge to Boston, is the property of the United States, because our foot function is under neares of a post office ing the beg, and puts it in charge office ing the beg domestication. Confining binneelf strictly to the legal question is water the contraction confining binneelf strictly to the legal question. Confining binneelf strictly to the legal question Confining binneelf strictly to the legal question | The <i>irent</i> , he says, "is only a public ship of cells, which are so poorly ventilated as to endanger owned by the city. | Freights Inland Insurance to all parts of the Union. | on favorable terms, either Limited or Perpetual. | BEASON TICKETS. | | A CARD.—THE UNDERSIGNED, |
| which carries the mail from Cambridge to Boston, is the property covered, readers the underneath cach cell, which, on account is the property covered, readers the analytic contrast, is descent may have a property covered, readers the station is under neares, for this found in property covered, readers the station is under neares, ing the beg, and puts it in charge of a post office confining himself strictly to the legal question is under neares through the stair- ing the beg, and puts it in charge of a post office confining himself strictly to the legal question is under neares through the stair- confining himself strictly to the legal question. Confining himself strictly to the legal question is under neares through the stair- confining himself strictly to the legal question. Confining himself strictly to the legal question is the fort of the station- confining himself strictly to the legal question. Confining himself strictly to t | England, as much as the Cambridge horse car the lives of those confined within them. A large The portion of the building occupied of | omprises DIRECTORS. | | On and after May 1, 1801, Season tickets will be issued | OTTIMINT DAGE OF DATES FOD | A late of the GTRARD HOUSE, Philadelphia, have |
| is the property of the United States, because our of not being properly covered, renders the atmo- Government pays the railroad company of a post earry- ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office ing the beg, and puts it in charge of a post office is office of price to the ing into the main room of the station- confining bit the bealth of the main room of the station- to the the main room of the station- confining bit the post office is office of a pro- to the the post of a pro- to the the main room of the station- confining bit the post office of a pro- to the the post of a | which carries the mail from Cambridge to Beston, essenced is underneath each cell, which, on account three rooms on the third floor and four ce | lls in the Jacob Esher. Joseph Maxfield, | | by this company for the periods of three, Bix, mile, and | | leased, for a term of years, WILLARD'S HOTEL, in |
| to volument pays the railroad company for carry- ing the beg, and puts it in charge of a post office Confining binself strictly to the legal question is under the cape through the stair- to difficults and in pure. No other means of escape is offered for this foul air except through the stair- confining binself strictly to the legal question. Some the stair of the stair to be the difficults and the forty for the stair of the stair to be the difficults and the forty for the stair of the stair to be the forty for the stair of the stair to be the forty for the stair of the s | is the property of the United States because our of not being properly covered renders the stmo. because the | D. Luther, John Ketcham, | | Swelve months, not transferable. | JAUBETCH & CARSTAIRS, | Washington. They take this occasion to return to these |
| ing the beg, and puts it in charge of a post office is offered for this foul air except through the stair- messenger." John J. Griffiths. Confining into the main room of the stair- the back of the factor of this city, and an old re- messenger." John J. Griffiths. Confining into the main room of the stair- the back of the factor of the factor of the stair- the back of the factor of the factor of the stair- the back of the factor of t | UVICILITY I THE STATION IS UNDER THE AND THE AND THE AND | | Edward D. Loberts, James I. Late, | | no22 202 Seuth FROMT Street. | old friends and customers many thanks for past favore, |
| The second of the station way leading into the main room of the station - sident of the station - side | ing the bag, and puts it in charge of a post office is offered for this foul air except through the stair. Tolbert, who is a native of this city, and | I UIU CC- That Stants | Banhan Q. Hale. John J. Griffitha. | These tickets will be sold by the Treasurer St No. 21 | OIDOILLAR PRINTING REST | and beg to assure them that they will be most mappy to |
| | messenger. Sident of the Twenty fourth ward. He | is about Forer Steger, JACOR FSHER President | JEREMIAH BONSALI, President. | South FOURTH Street, where any further information | | the them in their new quarters, GHADWICK, & CO. |
| involved in the case, Prof. Parsons arrives at this and the prisoners confined in these loatbome holes. department dates from the inauguration of Mayor W. M. Surve, Secretary. | Contining himself strictly to the legal question hruse, thus impairing both the health of the officers forty-five years of age. His connection | with the NUM IN DRAN Tries Deservations | | | and Cheapest in the City, at RINGWALT & | |
| | involved in the case, Prof. Parsons arrives at this and the prisoners confined in these loathsome holes. department dates from the inauguration | f Mayor W. M. Swith, Secretary. ap8-th | BIOHAND CON, Secretary. | i sp29-ti | I BRAME D' OF BORIN TUTER BALLON | I MEDULATION A MIL TAL TAAT |
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