FROM MOYAMENSING PRISON TO FORT LAFAYETTE.

War has its bright sides, and the brightest of all is afforded in the clemency which a generous victor allots to an humbled adversary. We, who have been humbled more than once, know the bitterness of defeat, and the crape that was hung upon our shutters, after the slaughter of Ball's Bluff, should have taught us charity for the losses of less loyal men and women. Some hundreds of our gallant men are languishing in Southern prisons; some hundreds of our adversaries regret and suffer in our own; and if these could dictate the policy of their respective Governments this civil struggle would lose its most barbarous characteristics. Whatever have been the motives of the leaders of this rebellion, we may at least accord spirited impulses to many of their followers.

Those who have been confined for the past six months in our county prison have not been, as a rule, dissolute or reckless. If patient submission to the evil fortunes of war, sincere regret, in some cases, for what was done either rashly or from necessity, and in others a faith that captivity could not weary in the legitimacy of the insurrection and its ultimate success; if these be good indications, these privateers or "pirates" are not without elements of manliness. Four of them were virtually under sentence of death; many had passed the ordeals of sickness, and all were the recipients of prison fare and prison treatment. They were subjected to fatiguing court trials, irritated by the populace and by the newspapers, and have at last gone from among us, to be quartered in a bleak and isolated fortress, out of the reach of ordinary kindnesses and almost out of the reach of human sympathy—a thousand miles from home. Surely these are requitals severe enough for the most vindictive patriotism. And it was in order to speak with these transgressors—"fiends" as they have been called, and felons as they have been treated—that we accompanied the crews of the privateer-vessels *Petrel* and *Jeff Davis* to Fort Lafayette on Wednesday.

The fates of the vessels named are sad examples of the perverse fortunes of the rebellion. The *Jeff Davis* sailed from Charleston in June, captured a few trifling prizes, most of which were retaken by Federal vessels, and was herself finally cast away off the Georgia coast. Six of her crew were placed at one time upon the seized shallop *Enchantress*, and, being betrayed by their pilot, fell in the path of the Federal gunboat *Albatross*, and were put in irons. After a long incarceration, they were brought to trial in this city, and four of them convicted of piracy.

The *Petrel* sailed in July, was chased eight hours by the big frigate *St. Lawrence*, and finally, in the gamest and sauciest manner, turned upon her pursuer, hoisted the rebel flag, and fired a roundshot by way of defiance. A single ball from the *St. Lawrence* sunk the privateer; two of her crew were drowned, and the rest picked up afloat and put in irons. The crews of both vessels, some forty in number, have been lying in prison since July, under care of United States Marshal Millward. Their board has been provided at an expense of three dollars each week per man, and certain ladies of the city have given them clothing and necessaries. On Monday last, by their own consent, they were handed from the civil to the military authorities, and on Wednesday were placed in two prison vans and driven to the Kensington depot. The deputy marshals, John Jenkins and John F. Sharkey, with a few assistants, had them transferred to a special car in the rear of the train, and the doors were forthwith bolted in order both to protect and to secure them. No harsh measures were employed, the prisoners co-operating with the officers, and obeying promptly and respectfully. Some of them rode on the steps of the city vans, and some on the top. On the way to New York they were allowed to stand unguarded upon the platforms, handcuffs, e'c., being wisely dispensed with. Soon after leaving Kensington, they proceeded, in moderation, to "liquor up"—a favorite Southern amusement, but not sectional, we believe. This was effected according to known maritime principles, each canteen or bottle going the whole length of the car, being first presented to the officers. Bread and cheese came next in the course, and, all parties having dined, we proceeded to make conversation the dessert.

This was at first a matter of some difficulty, as a man with a large plantation hat, who spat the whole length of the car, and talked in the key of a rural auctioneer, insisted upon singing "the Bold Privateer." The chorus was lustily roared by half the party. Some exhibitions of wit followed, characteristic, but not good, and then a youth, named Bryan, unrolled a gaudily-colored drawing of the *Petrel*, with a Confederate flag at the mast-head. The same lad exhibited a series of sketches, indicating considerable natural ability, and more chastity of pencil than of fancy. It was plain to see that the officers were not of a kind with the men. Of these, the most remarkable was Richard M. Harvey, of North Carolina, the first lieutenant, and formerly a midshipman in the Federal navy. He is a stout, powerful man; square-shouldered, and six feet in height, weighing upwards of two hundred pounds. In face he is not less impressive.

A consciousness of power and command shines from his gray eyes—that glance prompt and fitfully—and he has large jaws that temper the decided intellectual cast of his eyes and forehead with sufficient of the animal. His speech is a crisp, quick voice, and a quantity of gray hair gives him an elderly appearance. Harvey is a North Carolinian, and was a Unionist until the coercion policy of the President was announced. He at once engaged with William Perry, the captain of the *Petrel*, and the two chartered a vessel and shipped a crew. Perry was formerly in the U. S. navy. He is an infirm, weather-beaten salt, full of waning fire, and was, just before the war, a naval pensioner. He stated to us that he had fallen off seventy pounds since his incarceration. He desires to go home to North Carolina, and, if possible, cross the seas to live out his days. He believes that the south will be crushed before another year, and is disconsolate in view of the evils that await his section and people. He was barely able to keep his feet, and had to be assisted in disembarking at the fort. Harvey, on the contrary, will go into the Southern army when released, and share the fortunes of North Carolina. He has passed his leisure here in studying the relative strength of the two sections, and goes away with full intelligence of matters in the North, and particularly in Philadelphia. He had never been so far northward as New York, and was much oppressed by the cold weather on Friday. August Peyrusstett, the gunner of the *Petrel*, is a Frenchman—dark, crafty, and cowardly. He sat during the whole trip, with folded arms, buried in the contemplation of his own dark nature. During the engagement with the *St. Laurence*, Peyrusstett deserted the gun, and fled in terror to the cabin, whence Harvey dragged him by the throat. The men detest Peyrussett, and he has made himself very obnoxious to the marshals and officers of the court. William Smith, prizemaster of the *Jeff Davis*, is of good family, but is an unrelenting Secessionist, and thoroughly reckless of life. His evil passions have contorted his features so that one would make, without further embellishment, a creditable *bona fide* pirate. Col. Corcoran is now held at Charleston as a hostage for Smith. The latter is small, lithe, and uncleanly; in fact, a Southern scion "gone to seed."

The men as a rule, are rough seamen, chiefly Irishmen, who took to privateering from necessity or adventure. They know little of State matters, but think that this war is a "nigger" measure and go with the current. Had they been in New York in April, they would have been the first to enlist in the Sixty-sixth Regiment. Two of the men were Charleston pilots, moderately intelligent, but radical Southerners. Thomas Quigley, professedly a Unionist, will doubtless be discharged by the Government. He claims to have steered the *Enchantress* northward with a view to her recapture. Fifteen, at least, and perhaps twenty of the men, would take the oath of allegiance, and remain in the North. One of these is Charles H. Marriott, son of a Union legislator of Maryland, and heir, since incarceration, to considerable property. He led a roving career in the West and South, and shipped while inebriated upon the *Petrel*. Edward Rockford, sentenced to death, is a white-livered, nervous Englishman, who feels that he has made a mistake, and wants to be instructed as to what he shall do.

The men, as a rule, are kindly-disposed savages, who have nothing to lose of character or property, and are ready for any desperate scheme that may be unfolded. The distinctive Southerners are the bitterest of all, and expect to die in the Southern army.

We reached Jersey City at one o'clock and were put on board a tug, under charge of ex-Marshal Lewis De Angeli and Edward Currey, Esq., of New York. The bay was full of ice; the day was raw; the tug was small, and had a cabin that was filled with bread and cheese. A choice bottle, without a label, reposed in a corner, and the tug put on steam directly. Captain Perry squeezed himself into the cabin, and a sick privateer whose hat might have made an awning, chattered and suffered beside him. The rest of the crew huddled at the stern, and looked across the drifting ice upon the great city of New York, with its beautiful harbor crowded with forts and shipping. So, perhaps, did Corcoran look upon Charleston, and, gazing far out at sea, imagine its waters as deep, as lonesome, and as agitated as his thoughts. These outcasts had no home: they looked like embodied solitudes. Between dancing, swearing, and drinking, we reached Fort Lafayette at three o'clock—that looked like a red-stone barn propped up in the middle of a river. Its chimneys were lonesome; its walls were bleak; it stood against the sky like the spectre of the Brocken; and the waters and drift ice dashed against its base with a hollow clash. Fort Hamilton, on the Long Island shore, looked at us ever so sleepily through a row of goggle port-holes, and Fort Tompkins, across the way, was quite stone-blind. The garrison of Fort Lafayette sauntered down to a rotten landing, and a lieutenant put out from Fort Hamilton in a long-boat, and stood in the bow folded in his blue cloak. In a few minutes a plank was stretched out; the prisoners of war were hurried on shore, and huddled together, two and two, under the guidance of the sergeants. And without music or cheer, in silence and sadly, the pirates strode over the snow, and disappeared within the portal of the Bastile. We were allowed to peer at the entrance upon a courtyard full of slush; a gallery hung with dirty linen; a group of slovenly regulars, and a row of prisoners that stared out of the casemate windows. The marshal took their receipt; the whistle of the tug blew, and, with a feeling of relief, we passed out of sight of Fort Lafayette, to forget it in the more cheerful convivialities of New York.

THE FIRST SICK AND WOUNDED.—On Wednesday night, at eleven o'clock, two hundred and sixty soldiers, sick and wounded, from the hospital at Washington, reached this city, and were taken to the new Government hospital, on Broad street, near Cherry. The cars containing the men were run direct to the hospital door, thus avoiding a transfer at the Baltimore depot. This is the first instalment which has been placed in the new hospital. The building is fitted up in an excellent manner, and contains six hundred beds.

PICKPOCKETS.—Mary Williams and Ellen Canby were arrested, on Wednesday, at Second and Callowhill streets, for picking pockets. They were locked up in the Eleventh-ward station-house for a hearing.

Proceedings of City Councils.

Both branches of Councils held their stated meetings yesterday afternoon.

SELECT BRANCH.

Theodore Cuyler, president, in the chair. Chamber called to order at a quarter before four o'clock.

A petition was received from the agent of the Boudinot estate, asking to be excused from the payment of connecting water mains.

From the Moyamensing Hose and Fairmount Hose Companies, asking to be located as steam fire engine companies.

From Norcross & Sheetz, asking a reduction of the rent of Green-street wharf.

From the Western Hose and Franklin Fire Engine Companies, asking to be located as steam fire engine companies.

The Committee to Verify the Cash Account of the City Treasurer reported as follows: City fund, $64,942.72; trust fund, $92,231.32.

The special committee to whom was referred the bill for cleansing the streets and creating a new department for that purpose, reported it back with certain amendments. The Chamber went into a Committee of the Whole for the purpose of considering the bill which has already been published in *The Press*. The "Department for cleansing the streets" is to be under the charge of a superintendent, at a salary of $1,200 per annum, a clerk at $600, and a overseer at $406; also 120 men at $300 each per annum. The superintendent is to be elected by Select and Common Councils in joint convention.

Mr. WETHERILL thought the bill imperfect, and presented an amendment which places the department under the charge of a commissioner, whose duties it shall be to visit all the streets and see that they are properly cleansed. He shall issue proposals for carts, and have the power to employ the necessary number of men, not exceeding 150. He shall be furnished with an office by the city, and have his books properly kept; the office to be kept open from 9 A. M. to 5 P. M. for the transaction of business. He shall have power to appoint superintendents, who shall keep an account of the amount of labor performed and the men employed. The city shall be divided into four districts, each of which shall have a superintendent to see that all work is properly done. Each superintendent shall give security in the sum of $2,000, and the commissioner in the sum of $10,000. The latter will be required to make a weekly report to the Committee of Councils of the money expended, labor performed, &c.

Mr. WETHERILL said, in the first bill there was no security required for the faithful performance of duty, which was an entire oversight. He did not think it was right to elect a man at $1,200 per annum, to superintend this department, and not require security of him. What we want is the removal of dirt, ashes, and snow, and it can only be done by men and carts, of which nothing is said in the original bill respecting the latter. The duties of those employed should also be specified, which he thought was entirely neglected in the bill. He had it from the Mayor himself, that it would be impossible to cleanse the streets of the city with less than from 150 to 200 men, and 100 carts. Each superintendent will watch the workings of his own district, and report the same to the commissioner. If they do not attend to their duties, they will not only be discharged but their security forfeited. In case the commissioner himself neglects his duty, the ordinance requires the "Committee on Cleansing" to bring before Councils a resolution asking for his expulsion.

Mr. CUYLER thought that no one was perfectly competent to prepare a bill for cleansing the streets, notwithstanding all past experience. He was in favor of the original bill, which would establish a skeleton department, and might be filled in as experience dictates.

Mr. WETHERILL said he would never, as long as he held a seat in this Chamber, allow any department to frame an ordinance for him. He was opposed to getting all information from an employee. He was sure the bill, as prepared by the committee, would prove a complete failure, and the Mayor would so give his opinion.

Mr. CUYLER said it was stated to him that the Mayor made no objections to the bill, as reported, except the part which gave it a police feature. [A portion of the original bill made the scavengers liable to police duty, subjected to the orders of the Mayor and the Chief—*Reporter.*] He had no idea of a head of department preparing an ordinance for the ruling of those Councils.

Mr. MCMYNE said there was only one thing that would secure a perfect cleansing of our streets, and that was to make it to the interests of those who cleanse them. He said the opposition before they came into power spoke loudly of reform, and he thought the creation of a skeleton department—was one of their first attempts. He was well aware that if the bill passed it would prove expensive and a burden to the city; but the blame would rest only upon those who passed the bill through. The bill had no intimation whatever of a reduction of offices in the Highway Department, but was for an increase in a new department.

Mr. MCMAKIN moved that the committee rise, and ask leave to sit again, as the time for the election of heads of departments had arrived. The motion was agreed to.

Mr. MCMYNE said he would vote against meeting the other Chamber in Convention for the purpose of electing the heads of departments, as he intended to ascertain whether two of these departments—that of City Property and Markets—could not be consolidated. They had received no notice of this election, and had not yet time to inquire into the expediency of reducing the number of departments. It required a two-third vote, and he would vote against it.

The vote was finally taken on suspending the rules, and was agreed to by 20 yeas to 3 nays. The Chamber then proceeded into the other branch, for the purpose of electing the heads of departments. [See Common Council report.]

Upon reassembling, the consideration of the bill for cleansing the streets was resumed.

Mr. MCGAY took the floor. He thought the present mode of cleansing the streets required a radical and *sweeping* change. He hoped the original bill would pass, as it would rid our highways of filth and pools of stagnant water. He could see no valid objection to the bill presented, and strongly urged its passage.

Mr. DAVIS, chairman of the committee, who reported the bill, said he had signed it in order that it might be brought before the Chamber. He had some objections to it, however.

Mr. INGHAM saw numerous objections in both bills, neither of which he considered perfect.

The amendment, as offered by Mr. Wetherill, was finally voted down.

The sections of the bill, as reported, were then read and adopted.

The Committee of the Whole then arose, and the bill was reported to the Chamber.

Mr. WETHERILL now moved that his amendment be substituted for the bill, which was lost by a vote of 12 nays to 5 yeas.

Mr. WETHERILL asked that his amendment be printed in the journal, which was agreed to.

Mr. INGHAM moved to postpone the bill for one week, in order that it might go before the public previous to its passage. This was finally withdrawn, and the bill passed.

Mr. FOX presented a resolution to place two additional lamps on Fifth street, in the Twelfth ward. Referred.

Mr. WETHERILL presented an ordinance relative to connecting water mains, which was referred.

Mr. WETHERILL also offered an ordinance making it unlawful to lay water pipe or pave any street unless it has been regularly opened by the city. The ordinance was referred.

Mr. WETHERILL offered a preamble and resolution calling on the Congress of the United States to make the necessary appropriation for the defence of the city of Philadelphia. Agreed to.

The bill from Common Council relative to the purchase of sweeping machines was indefinitely postponed.

The bill continuing the interest on outstanding warrants was concurred in; also, the bill regulating the payment of market rents.

The ordinance for effecting the insurance on bridges for 1862 was concurred in; also, the resolution authorizing the laying of a railway track across Delaware avenue.

The resolution from Common Council instructing the Mayor to offer a reward for the detection of those who forwarded certain forged returns at the last election was agreed to, and the Chamber adjourned.

COMMON COUNCIL.

The Chamber assembled at the usual hour, and was called to order by the chairman, Mr. EARL.

Petitions were received from the Franklin Engine Company, of Frankford, Western Hose Company, and Moyamensing Hose Company, asking to be located as steam fire engine companies.

The chairman of the Finance Committee submitted a report, accompanied by ordinances making the following appropriations for 1862:

To the Trustees of the City Ice-boat	$7,650 00
" Department for Lighting the streets	250,500 00
" Law Department	14,050 00
" City Controller	17,050 00
" Fire Department	70,975 00
" Department of Market-houses, Wharves, and Landings	12,504 17
" Water Department	152,550 00
" Commissioners of Sinking Fund	270,017 49
" Survey Department	18,790 00
" Highway Department	265,000 00

The report was placed upon file.

The Finance Committee also reported a resolution, entitled "An ordinance continuing the interest on outstanding warrants until May, 1862." The ordinance was agreed to.

Mr. SITES, from the Committee on Highways, reported an ordinance making an appropriation to pay the insurance upon the city bridges; also appropriating the sum of $8,000 for the ensuing fiscal year.

Mr. QUINN opposed the ordinance at length. He desired to know whether any gentleman in the chamber could assert that the ashes had been taken from his own door during the past month? He was opposed to this $2,000 a month, and would wish to know, and use no effort to remove the ashes being made.

Dr. SITES stated that, as far as he was personally concerned, the passage or defeat of the ordinance was of little consequence to him. He could not be surprised at the gentleman's (Mr. Quinn's) opposition to the measure. He had voted in the negative in every case except one, when the subject was brought before the committee.

Mr. QUINN replied that he did not oppose the removal of the ashes. But he *did* oppose the appropriation of money when he was certain that it would not secure the abatement of the nuisance. If this ordinance was appropriated, we would have nothing to expect but its total expenditure during the present commissioner's brief term of office.

Mr. HARPER thought that every property-owner and householder should be compelled to remove his own ashes. We all know that during the past month the ashes have not been removed. As long as the Highway Department is compelled by law to cart away the ashes, it should ask for an amount sufficient to do the work.

Mr. FREEMAN thought the Highway Department, in asking this appropriation, should make some report to Councils of the number of carts employed by it, the quantity of ashes removed, the districts thus favored, &c.

Mr. SITES again defended the ordinance. The larger portion of the appropriation would be spent by the incoming Commissioner of Highways.

Mr. QUINN. Will the gentleman allow me to ask him a question?

Dr. SITES. Certainly.

Mr. QUINN. Well, then, how long will it take the present Commissioner of Highways to spend $3,000?

Dr. SITES. I do not know, sir; but I know that I am not willing to accuse any man of rascality until I have some sufficient reason for doing so.

Mr. QUINN moved that the section providing $3,000 for removing ashes be stricken out. Agreed to.

The title of the ordinance was then, on motion of Mr. FREEMAN, changed so as to read—"An ordinance making an appropriation to the Department of Highways to pay the insurance on bridges." It was then passed.

The Committee on Highways reported a resolution authorizing Messrs. Malone and Taylor to lay a railroad track across Delaware avenue.

Mr. QUINN offered an amendment that the city may at any time remove the track at the expense of the applicants.

The resolution, as amended, was agreed to.

Mr. PAUL, chairman of the Market Committee, submitted an ordinance relative to the regulation of market rents. The ordinance passed.

Mr. FREEMAN read, in place, an ordinance providing for the erection and management of a municipal hospital. Referred to a private and bird.

The Committee on Finance reported the bill making the annual appropriation to the Board of Health for 1862.

Select Council here entered, and the two Chambers went into an election for heads of departments.

The nominees for Chief Commissioner of Highways were Messrs. James Landy and Wm. W. Smedley. Upon proceeding to a ballot 68 votes were cast, of which Mr. Smedley received 38 votes. He was therefore declared duly elected.

The nominees for Assistant Commissioners of Highways were Messrs. Rittenhouse, Morrison, Kelch, and McClain. Upon proceeding to a ballot 68 votes were cast, of which Messrs. John Kelch and J. J. Morrison received respectively 39 and 38 votes. They were thereupon declared duly elected.

The nominees for Commissioner of City Property were Messrs. David Cramer and Charles McDonough. Upon proceeding to a ballot 68 votes were cast, of which Mr. McDonough received 38 votes. He was, thereupon, declared duly elected.

The nominees for Chief Engineer of the Water Works were Messrs. H. P. M. Berkinbine and Isaac J. Cassin. Upon proceeding to a ballot 68 votes were cast, of which Mr. Cassin received 38 votes. He was, thereupon, declared duly elected.

The nominees for Commissioner of Markets were Messrs. Baroux and Torpey. Upon proceeding to a ballot 67 votes were cast, of which Mr. Torpey received 38 votes. He was, thereupon, declared duly elected.

The nominees for Superintendent of City Railroads were Messrs. Hazel and Bartholomew. Upon proceeding to a ballot, 67 votes were cast, of which Mr. Hazel received 29 votes. He was thereupon declared duly elected.

The nominees for Superintendent of Girard Estate, and Agent of Girard Estate, were Messrs. McCormick, Young, Juvenal, and Elliott. Upon proceeding to a ballot, 68 votes were cast, of which Messrs. McCormick and Young received each 38 votes. They were thereupon declared elected to the offices respectively named.

Select Council then retired.

The consideration of the bill making an appropriation to the Board of Health was resumed.

On motion, the first item was increased to $6,460. The ordinance was then passed.

The report of the Visiting Committee of Girard College was then submitted, and ordered to be printed.

Adjourned.

DISHONEST EMPLOYE.—Yesterday afternoon, Henry Mohten was charged before Police Magistrate Beitler, at the Central Station, with appropriating the sum of $431 to his own use, having been given to him by his employer, Mr. Wm. J. Heiss, to pay a number of bills. The accused was also charged with the robbery of $120, at Chicago, in August last. He was committed for trial.

ANNIVERSARY OF THE BIRTH OF WASHINGTON.—A memorial to Congress is now in circulation for signatures. The petition asks that, on the morning of the birth of Washington, his Farewell Address to the people of this country shall be read in one or both houses of Congress. That the President of the United States, and his Cabinet, the ex-Presidents, the judges of the Supreme Court, the representatives of foreign Governments, accredited to our own, the officers of the army and navy of the United States, at the seat of Government, and distinguished citizens, be invited to attend. Also, that the Farewell Address, or suitable parts of it, be read aloud on that day, wherever practicable; at the head of the armies, and on board of ships-of-war of the United States; in the field and in camp; at sea and in port, by the officers of each, as the highest incentive with our brave defenders to continued devotion to our glorious Constitution and Union.

The memorial is at the Exchange, and has already been signed by a large number of influential citizens.

THE PENNSYLVANIA RAILROAD'S CANAL.—There has been great anxiety manifested by the people residing near the Pennsylvania Railroad's canal, between Huntingdon and Hollidaysburg, to know what course the company would take in regard to it—whether they would repair or abandon it.

Recently, incessant inquiries have been made as to what would be done, and, to put the matter at rest, Thos. E. Wierman, Esq., answered all these inquiries by addressing the following letter to Hon. L. W. Hall, who has been taking much interest in bringing the subject to the attention of the company:

CANAL DEPARTMENT, PENN'A. R. R. CO.,
HARRISBURG, Jan. 20, 1862.

L. W. HALL, Esq.—DEAR SIR: I answer your inquiries relative to the repairs on the Upper Juniata, by saying that we are now procuring materials for a thorough repair of the canal from Huntingdon dam to Hollidaysburg.

It is intended to deliver the materials along the line next spring, and as soon as this is done, the water will be drawn off, in order to complete the repairs if possible before winter. No hindrance of any consequence can be done on that portion of the canal next season.

All new structures will be built in view of an enlarged canal. Any now locks that may be built will have chambers seventeen feet wide, and the new aqueduct will be correspondingly enlarged. The shallow places in the canal will be bottomed out, which will materially improve the navigation. Respectfully yours,

THOS. E. WIERMAN,
Engineer and Superintendent.

THE HIGH SCHOOL FACULTY.—So many changes in the High School faculty have taken place within the last few years, that its present complexion is a matter with which the public generally are unacquainted. We therefore publish it as a matter of information:

Nicholas H. Maguire, A. M., principal.

Joseph Wilson, professor of practical mathematics.

Dr. HENRY Hartshorne, professor of anatomy, physiology, and natural history.

James Rhoads, A. M., professor of belles lettres and history.

James McClune, A. M., professor of theoretical mathematics and astronomy.

Alexander J. Mac Neille, A. M., professor of drawing, writing, and book-keeping.

Zephiah Ripper, A. M., professor of mathematics.

Henry Haverstick, A. M., professor of the Latin and Greek languages.

James R. Kirkpatrick, A. M., professor of civil engineering and philosophy.

Edward W. Vogles, M. D., professor of moral, mental, and political science.

Francis A. Bregy, professor of the French language.

R. Howland Shaw, M. D., professor of natural philosophy and chemistry.

Lewis Angelo, professor of the German language.

Daniel W. Howard, A. M., professor of history.

Jacob G. H. King, Jr., assistant.

Albert E. Lancaster, assistant.

THE BULLET-PROOF VEST.—The recently invented bullet-proof vest continues to attract the attention of military men, and we learn that a total of its existing powers will be made at the State Arsenal, Harrisburg, in a few days, where it will be fully tested before the heads of departments and members of the Legislature. In appearance it is precisely the same as the regular military vest, but between the cloth and lining there are fitted two plates of light cast-steel, with the edges lapping in the centre, and so flexible as to perfectly fit the body, and so thoroughly and peculiarly tempered as to make them very strong in proportion to their weight. It is supported from the shoulders of the wearer by adjustable steel springs, which, though very light, are sufficient to resist the blow of the heaviest sabre. This vest is simple, light, and effective, and for many reasons is believed to be a great improvement on the heavy breast and back pieces used in all the armies of Europe.

MORE DONATIONS.—The Cooper-shop Refreshment Committee take great pleasure in acknowledging the receipt of the following donations:

Chosen Friends Lodge, I. O. of O. F., $85.69, (one-half the proceeds of their concert); Sharpless & Bro., $20; Joseph Jeanes, $100; balance of Arsenal Hall, $9.75; King & Baird, printing, $78.75; Mr. Jemerson, $5.

All donations, no matter how small, will be thankfully received by the committee at the saloon.

ARRESTING SNOW-BALLERS.—In accordance wit the instructions of the Mayor, quite a number of persons have been arrested for snow-balling sleighors. In several instances a fine was imposed, but in most cases the individuals were dismissed with reprimand. Yesterday morning the lieutenants of police were directed to request school-teachers to caution the children under their care against annoying persons who may be enjoying a sleigh ride.

FIRST LIEUT. JAMES C. LYNCH, attached to Capt. John J. Sperry's One Hundred and Sixth Regiment, P. V., on the upper Potomac, near Rockville, Md., under General Burns, has arrived in this city with over $2,000, to be distributed to the families of the men attached to Capt. Sperry's company. Lieut. Lynch will be found at Messrs. Boker & Brothers, No. 452 Market street, between the hours of 10 and 12 o'clock in the mornings. The health of the regiment is good, and the men are in excellent spirits.

FUNERAL OF A VOLUNTEER.—The funeral of Charles W. Anderson, a sergeant of company F, Twenty-third Regiment, Pennsylvania Volunteers, took place yesterday afternoon, from the residence of his father, Fifteenth and Parrish streets.

BROKE HIS ARM.—On Wednesday evening, about eight o'clock, Thomas Brown, a policeman of the Fourth district, fell upon the ice at Water and Arch streets, and broke his arm.

FINANCIAL AND COMMERCIAL.

THE MONEY MARKET.

PHILADELPHIA, February 6, 1862.

At the Stock Board to-day little business was transacted, the market being dull, under the suspense felt in relation to the law for the issue of an additional hundred millions of demand notes. Pennsylvania Railroad shares were firm at 43¾. Philadelphia and Erie sixes sold up to 84, and Reading Railroad shares opened at 20¼, and were dull at the close at 20. The money market is very quiet, and without change of rates. City warrants are bought by the Third-street brokers at five per cent. discount from the face of the warrant, allowing nothing for accrued interest, unless the warrant has been a long time running.

The New York *Times* of to-day says that nearly all the banks in that city are endeavoring to accommodate their dealers in reference to United States notes, in the expectation that Congress will, in a few days, determine the policy of the Treasury. The exceptions to this manifestation of friendly feeling are those banks which are not sufficiently important to create embarrassment in the street, though the malcontents are yet apparently sufficient in number to defeat any action in the Clearing House in favor of clearing these notes in part settlement of the balances between the banks. It is explained to us that the reason why an inconsiderable minority may negative any such arrangement is that the medium of balances settlements must be unanimously concurred in. If this be so, the only recourse left to the majority is to publicly declare their readiness to accept United States notes to the extent of at least one-half the debtor balances at the Clearing-House, *and to publish the names of the few intractable banks objecting to the measure.* The business community would then understand who are those upon the difficulty originates, and we much mistake the spirit now abroad in favor of maintaining the public credit, and giving the treasury paper a free currency in all mercantile and banking transactions, if the dissenting banks are suffered to enjoy any decided advantage from separating from their more enlightened and liberal neighbors.

The Commercial *Advertiser*, on the same subject, says:

Whatever the objections to the measure, it is evident that the currency of the country, for some time to come, must be mainly furnished by these demand notes, and the sooner the banks accommodate their business arrangements to that fact, the better it will be for all parties. They, as well as others, must take things as they are, and not as they could wish them to be, and consult their interests, as well as the welfare of the public, demand that they should contribute all in their power to sustain the credit of that Government the securities of which represent so large a portion of the bank capital of New York. How important a bearing a policy which will make the promises to pay of that Government pass currently from hand to hand will have upon its credit it is scarcely necessary to enlarge upon.

The city banks would also do well to remember that if the Government notes are at present irredeemable, bank notes are now virtually in the same condition, and that a refusal to receive the one as currency, may not only provoke ulterior measures to enforce the redemption of the other, but may lead to the demand that all bank obligations shall be paid in the only medium which they recognize as money. We say this in no spirit of unkindness, but from a knowledge of public sentiment on the subject, and a belief that if the question is to be narrowed down to a contest between the banks and the Government, the former must go to the wall.

The annual meeting of the Allegheny Valley Railroad Company was held at Pittsburg on Tuesday. R. F. Morley, president, submitted the annual report of the Board of Directors, detailing the operations of the company during the past year. The following table exhibits the earnings and expenses for the year ending February 1st, 1862:

EARNINGS.

From Passengers	$61,330 08
" Freight	42,443 98
" Mail Transportation	3,150 00
Gross earnings	$106,924 96

EXPENSES.

Conducting Transportation	$16,635 16
Maintenance of Way	17,160 81
" Cars	3,670 51
" Motive power	36,676 26
Incidental expenses, machine-shops	2,220 92
General expenses	3,331 84
Total	$81,895 80

The floating debt of the company is as follows:

Bills payable	$92,679 16
Book Accounts, Dr	4,581 37
July, 1861, unpaid	3,745 00
January, 1862, unpaid	13,200 00
Due employees, &c	14,499 58
Total	$858,811 11

The comparative statement of the earnings and expenses for 1860 and 1861, is as follows:

	1860.	1861.
Earnings, passengers	$50,850 44	$60,694 10
" freight	38,103 28	42,413 98
Total	$92,103 72	$106,238 08
Expenses	$49,180 78	$51,895 80

The excess of gross earnings in 1861 over 1860 is $14,134.36. The excess of net earnings, for the same period, is $11,469.54. The expenses of operation were 48.55 per cent. of earnings.

The following quotations are furnished us by Messrs. Drexel & Co:

New York Exchange, par@1-10 dis.; Boston Exchange, par@¼ prem.; Baltimore Exchange, par@¼ prem.; Country Funds, ¾@⅞ dis.; Gold, 3@3¼ prem.: 7 3-10 treasury notes, 2@3 dis.

The New York *Evening Post* of to-day says:

The stock market is weak and lower to-day. The improvement of last evening is more than lost on most descriptions, especially Erie, which closes heavy at 33¾, after selling largely yesterday at 34@34¾. It is supposed that some English stock arrived by the steamer, which partially accounts for the decline of ¾@1 per cent. The reading of the details of the foreign news produces some uneasiness, though this would be quite forgotten if Congress were ready to adopt some measure of financial relief. The market closes very dull, pending the action of the House on the treasury-note bill.

The money market is without special change. There is a full demand at 6 per cent., and we hear of exceptional transactions at 6½@7 per cent.

Philadelphia Stock Exchange Sales,

February 6, 1862.

REPORTED BY S. E. SLAYMAKER, Philadelphia Exchange.

FIRST BOARD.

$85 N Penna R 1 mSep	62	4 Penna R	43¾
10 do	7¾	8 do	43¾
1600 Penna R 2d m ch	91¼	20 do	43¾
10 Minehill R	47	1 do	43¾
46 do	47	50 do	43½
1000 Phil & E 6s PennR	83	48 do	43¾
1000 do	83	2 do	43¾
1000 do	83	1000 U S 7 30 Treas N	98
1000 do	83	20 Mech Bank 24ys	21
1000 do	83	1 Cam & Amb R	121¾
2000 do	83½	50 Norristown R	44½
4000 do	83½	10 Gr & Coates	18¾
15 Penna R	43¾	10 do	18½
14 do	43¾	5 do	18¾
2 do	43¾	5 do	18¾

100 Reading R	20¾	1000 Penn R 1st m 24ys	100
100 do	b5 20¾	1000 Leh N 6s	95 wn 102¾
100 do	b5 20¾	1000 Penn Cp 5s Ja & Jy	86¾
1000 Penna R 1st m	100		

SECOND BOARD.

10 Penna R	43¾	800 Lehigh Nav 6s	102¼
18 do	43¾	5000 Mor Ca 2d m 5wn	83
5 do	43¾	500 City 6s	New. 95¾
100 do	43¾	300 do	New. 95¾
5 do	43¾	15 Mor Ca Prefs 5wn	110¾
25 do	43¾	1000 Reading 6s	89¾
40 do	43	1000 do	89¾
5 do	43	1000 Penna R 2d m	s5 91¾
5000 Penna 5s	81¾	2000 do 2d mort	91¾
1000 do	81¾	1000 City 6s New Gas	98
1600 do	81¾	4000 Cam & Amb 6s	75 90
100 do	81¾	1 Little Schyl R	10¾
1000 Penn Cp 5s Ja & Jy	86¾	4000 Phil & E 6s Penn R	84
1000 do	86¾	1000 do	84

CLOSING PRICES.—HEAVY.

	Bid.	Ask.		Bid.	Ask.
U S Tr 7 3-10 N	97¾	98¾	Elmira R Pref.	13	13¾
Penna 6s	90¼	91	Elmira 7s '75	69	70
Phila 6s new	93¾	93¾	Long Island R.	10¾	10¾
Penna 5s	81¾	81¾	Leh Cl & Nav	51¾	52
Reading R	20 3-16	20¾	Leh Cl & N Scrp	55¾	56¾
R'dg M 6s '60 '43	96	99	N Penna R	7	7¾
Reading Bds '70	89¾	90	N Pa R 5s 1st of	64¾	65
Read M 6s '88	76	77	N Penna 10s	79	81
Penna R ex div.	42¾	43	Catawissa R Con	1¾	2
Penna 1st s 6s	99¾	100	Catawissa Pref	5	5¼
Penna R 2d m 6s	91¾	91¾	Fr & South'n R.	38	40
Morris Cl Con	39	43	2d & 3d R div off	48	49
Morris Cl Pref.	110¾	111	W Phila R	51¾	52¾
Sch Nav Stock	4¾	5	Spruce & Pine	9	9¼
Sch Nav Pref	12¾	13	Green & Coates	18¾	18¾
Sch Nav 6s '82	63	..	Chest & Walnut	30	31
Elmira B	6	7	Arch Street	10¾	17¾

Philadelphia Markets.

FEBRUARY 6—Evening.

The Flour market is firm and moderately active today, at fully former rates, and about 3,000 bbls have been disposed of in lots, at $5.25 for superfine; $5.62½@5.75 for extras, and $5.75@6 for extra family, as to quality, mostly of the latter description. Sales to the trade range at the above figures for superfine and extras, and $6.25@6.75 for fancy brands. Rye Flour and Corn Meal are dull; the former is held at $3.50, and the latter $3 ℔ barrel.

WHEAT.—Holders are asking an advance on previous quotations; about 5,000 bus have been sold at 132@136c for common to prime Pennsylvania red, and 140@145c for white. Rye is in better demand, and 1,000 bus sold at 72@73c. Corn is rather more inquired for, and 5@6,000 bus new yellow sold at 56@57c in store and afloat, mostly at the lat