THE CITY.

The Thermometer.

DECEMBER 19, 1861.			DECEMBER 19, 1862.		
6 A.M.	12 M.	3 P.M.	6 A.M.	12 M.	3 P.M.
36	46	51	23	33	43
WIND.			WIND.		
N by W	N E by N	S.	SSW	S W by S	

ALONG THE WHARVES—NAVY YARD.—Delaware avenue presents, at the present time, indications of unusual prosperity. Vessels are arriving and departing as in the good old time, when Philadelphia was famed for its mercantile greatness. The exports from this port are daily increasing. The articles exported are of an extensive and varied character. Breadstuffs, however, are the most conspicuous, and they are sent to all quarters of the world. Until lately flour was sent principally to England and the West Indies. Since Monday, 400 bbls. flour were sent to France, a country which has seldom made any drain upon Philadelphia for the staff of life. Our imports are not so large, and this fact contributes to our wealth, for we gain by the excess of what is sent away. The chief articles of import are oranges, raisins, lemons, coffee, molasses, saltpetre, and such articles as are, in a manner, the exclusive property of other nations.

The present number of vessels lying at the wharves is about 70. Of these 13 are ships, 14 barks, 13 brigs, and 20 schooners. The ships are the Wm. Cummings Valley Forge, Crescent City, Fanny McHenry, Lizzie Moses, Kate Prince, Frank Boutt, Western Ocean, Westmoreland, Constitution, Tuscarora, Tamerlane, and Wallace. Most of these are Liverpool packets, and are chartered for that port. The ship Kate Prince is loading at Lombard-street wharf with coal for the Government. This vessel is of very large dimensions, and is capable of carrying about 1,800 tons. The brig Herald is taking on board material, already finished, for three locomotives, intended for a railroad under the control of the Brazilian Government.

The wharves at Richmond show the same activity which has long been their characteristic.

At the navy yard about 2,500 men are steadily employed, and the utmost activity prevails about the premises. The new man-of-war Monongahela is progressing rapidly. It is expected that she will go into commission on the 26th inst. Most of her officers have already been assigned. Captain McKinstry will be in command; John Water, first lieutenant; M. W. Thomas, second lieutenant; J. D. Fletcher, gunner; Wm. Green, boatswain. Chief Engineer Choates has been detached from the Pawnee for this vessel. The Monongahela is provided with two brass 24-pounders; two 12-pounders, smooth bore; two rifled 12-pounders; two Dahlgren 11-pounders, and one 200-pounder rifled Parrott. The Dahlgrens weight 15,759 pounds, and the Parrott gun 16,520 pounds.

The gunboat Lodona, iron-clad, will sail in a few days. She carries a battery of thirteen guns. The gunboat Patroon, found unseaworthy, will be sold next Friday at the navy yard. She still lies near the receiving ship, her guns having been taken off. The repairs to the Pawnee, De Soto, Hendrick Hudson, and Rotan, are progressing with great rapidity. Workmen are in great demand, and even to such an extent that requisitions are often made upon workshops in the city for assistance. The keel of the Tonawanda has been laid, and the stern-post put up in the lower end of the yard. The Juniata proceeded on her trial trip a day or two ago, but was obliged to put in at the breakwater, on account of a break in her steam-pipe or machinery. She returns to the navy yard immediately for repairs.

The Board of Examiners, now in session at the navy yard, have recommended the following gentlemen for promotion to the Engineer Corps of the navy: Second Assistant Engineer B. C. Bampton, to be first assistant engineer; Third Assistant Engineers Newton Champion, John Wilson, E. J. Whitaker, W. H. Clark, Alfred Atkinson, James J. Kelcher, Thomas C. Brecht, to be second assistant engineers. And for admission as third assistant engineers, Mason W. Mather, Binghamton, N. Y.; Jefferson Brown, New York; Alexander Gibson, assistant engineers, W. D. Park, Philadelphia, Pa.; C. W. Breaker, Philadelphia, Pa., James E. Fallon, Lawrence, Mass.; Noah W. Moffet, Philadelphia, Pa.

THE TRADE IN FURS.—Dealers in furs are doing quite a brisk business this year, and realizing handsome profits. Furs rise higher in estimation in proportion as the thermometer ranges lower. Garments in this material are therefore rapidly coming into use for the season. The most noticeable fact is the enhanced cost of furs of all descriptions, compared with former years, owing to the circumstances that a large number of trappers and hunters have gone from the forests to the war. The regular sources for the supply of furs are thus cut off in a measure, so that the collection of skins and pelteries is scarce had that made heretofore. For the same reason furriers are less troubled by competition in the market, and have little fear that their limited stock will not meet with ready sale.

The style of ladies' furs remain about the same as last year, as the cost of fur apparel is too great to admit of the caprices which control in other department of fashion. The full cape is still much in vogue among those who can afford the more expensive luxuries, though the half cape takes the precedence of all other styles; for while it is perhaps the most graceful, it also combines the other more essential quality of comfort in a large degree, and can be worn to advantage with other garments, of whatever description. The victorine is also a favorite with many; but the mink collar is the latest novelty, and commends itself for general use.

The furs formerly in vogue—such as martin, fitch, etc.—have gone into disuse. Chinchilla and gray squirrel are the leading styles for children and misses. The cheaper grades are made up, as usual, from a variety of animal skins, but the bulk of the principal market at a distance from the great centres of population, where comfort is the main consideration, without special regard to appearance.

THE SLEEPING CARS ON THE NORTHERN CENTRAL RAILROAD.—The new sleeping cars to be used to-day on the Northern Central Railroad are of the most luxurious description, and form a marked contrast with the original specimens of the invention. They accommodate forty-eight passengers, sleeping or sitting. The comfortable cushions, the Brussels carpet, the complete arrangements for heating, ventilation, and regulation of hot and cold air, the mirrors in each compartment, the toilet accommodations, and other details of comfort, at both ends of each car, are all sureties for a most satisfactory journey. The bright and tasteful drapery, the white sheets and pillow-cases, and showy woven counterpanes, are the delight of the fairies, and they within and without the cars, were quite attractive. In a word, every traveller's comfort seems anticipated. Every section contains one double and two single beds, capable of accommodating four persons. The workmanship is easy and elegant, the transportation from one to the other perfect, the furniture of extreme luxuriousness.

LOSS IN COLLIS' ZOUAVE REGIMENT.—Lieut. Gilmore, of Co. I, Collis' Zouaves, which company was raised principally at Frankford, writes as follows relative to the conduct of his men during the recent battle at Fredericksburg:

"We have been in the hardest fight of the war, and have acted like men. Our company did more than any new troops in the field. We have been praised by old and new troops. Our loss was two killed and two wounded. The killed were Joseph Shearer, of Philadelphia, and George a Vanhart, of Smithfield. The wounded—Sergeant Ed. S. Marion, of Philadelphia, and Corporal Daniel R. Hartley, of Milltown. Hartley was only slightly wounded by a spent ball, and was able to take his post ten minutes afterwards."

THE SCHUYLKILL ARSENAL.—The same activity and bustle is still going on at the United States Arsenal on Gray's Ferry road. Every department is taxed to its utmost, and the workmen are kept well employed. Colonel Crossman, the deputy quartermaster general, has so perfect discipline and such fine system established, that, with an hour's notice, the whole army could be furnished with all the articles of clothing for the soldiers. The Schuylkill Arsenal is well stocked with Government goods, although the amount on hand at present bears no comparison with what has been forwarded to the field from this depot within the last six months.

MONUMENT IN MEMORY OF AN ESTIMABLE LADY.—A magnificent monument has just been erected at Mount Vernon Cemetery to the memory of Madam Gardel, by her husband. The lady was well known in past years as the proprietress of a female seminary on Chestnut street, above Tenth. Shortly after her marriage to Mr. Gardel she paid a visit to Egypt, where she died. Her remains were brought home to Philadelphia, and interred in Mount Vernon. Her husband then commenced to have the monument just been completed. It is a beautiful, pyramid-shaped obelisk, covered with life-sized statuary that is designed to illustrate the life and virtues of the deceased lady.

DISTINGUISHED IN BATTLE.—Among the many Philadelphians who have distinguished themselves in the late battle at Fredericksburg may be mentioned the name of Colonel Wm. McCandless, commanding the 2d Regiment Pennsylvania Reserves. For his bravery upon that memorable occasion he has been promoted to the rank of brigadier general of the First Brigade, Pennsylvania Reserves. Captain R. J. Smith, to the same regiment, while urging his men forward in one of the charges upon the enemy, observed the color-bearer to fall, pierced with a number of bullets. He immediately rushed forward, and seizing them, carried them through the fight.

INTERESTING TO DRESSMAKERS.—The Commissioner of Internal Revenue has decided that dressmaking is a manufacture, and as such, if carried on to an extent exceeding one thousand dollars per year, including price of goods, requires a license. The dressmaker is required to make monthly returns and to pay a tax of three per cent. on the whole value of her manufactures. When a dressmaker makes up goods belonging to her customers, she is required to make return of the same, and to pay a tax upon them; but she is authorized by the law (section 69) to add the tax to her bill for labor, and has a lien upon the dresses until the bill is paid.

THE TAX ON CONVEYANCES.—Washington Keith, Esq., assessor of the First district, has obtained the following information from the Chief Commissioner of Internal Revenue:

In reply to yours of the 15th inst., relative to conveyancers, I have to say, that I do not discover from the representations in your letter concerning persons engaged in making conveyances, that they are subject to a license tax, unless under sections 60 and 61. The assessor must judge in each case as they arise.

NEW AMBULANCE.—The Weccacoe Engine Company, located in Queen street, below Second, have just housed a splendid new ambulance. The vehicle is painted white, striped with gold, and finished in a very handsome manner.

The Washington Steam Engine Company, located in Lombard street, between Tenth and Eleventh, expect to house a new ambulance on Christmas day. The ambulance is procured through private subscriptions.

DUCKS AND GEESE, CHICKENS AND TURKEYS.—Poultry is prevalent in the markets, and the stalls teem with specimens at an exorbitant price per pound. Far-sighted housewives are laying in a large supply, determined to economize as much as possible. Those who see turkey on the Christmas table rarely appreciate the pains and experience necessary in its selection and preparation; those who eat it seldom understand the minutiæ in the manufacture of filling or oyster-sauce.

THE FAIR at West Arch-street Church, corner of Arch and Eighteenth streets, will continue to be held through this day and evening. The articles for sale are of superior beauty and quality, and, withal, they are cheap. Remember, it is all for the benefit of our sick and wounded soldiers. Entrance on Eighteenth street.

THIRD PENNSYLVANIA ARTILLERY.—The name of the encampment of Col. Segebarth's heavy artillery, on Cooper's creek, Camden, has been changed from Camp Rhine to Camp Ruff, as a compliment to the gentlemanly mustering officer in this city.

APPOINTMENT OF PAYMASTERS.—Francis P. Warner, of the Twelfth ward, and James Bell, Jr., of the Eighth ward, have received appointments from the Secretary of War as paymasters in the army.

SOLDIERS' FAIR.—A fair for the benefit of sick and wounded soldiers will be held at No. 714 North Third street, commencing on Wednesday next, and continuing throughout the week, afternoon and evening.

THE POLICE.

[Before Mr. Alderman Beitler.]

The Robbery at the Continental.

Wm. Henry Johnson, the colored man who was arrested a few days since on the charge of purloining a number of articles from the Continental, came up for a final hearing, before Alderman Beitler, at the Central Station. The superintendent of the department of porters made a statement, he having been qualified at the first hearing. On the 8th of November, a pair of boots belonging to Mr. Collis, of Providence, were missing from room number 96, which apartment the owner of the boots occupied. On the 5th of the same month a pair of lace boots, the property of Mr. Hirsch, of Harrisburg, were stolen. On November 28th a pair of boots were stolen from number 51. These belonged to Mr. Eudelott, of New York. The proprietor of the Continental had to pay $7.50 for another pair of boots for his guest, the boot-maker having to be sent for on Sunday morning.

The witness had some talk with the defendant on the subject of the robbery. He admitted that he had taken two pair of boots, and nothing else.

Q. Was he employed at the Continental?

A. Yes, sir, as a servant to Mr. Olwyne, since deceased.

Q. How long a time?

About six weeks or two months. Mr. Olwyne had two or three servants during his sickness.

Q. Had you any conversation with the defendant about a cane?

A. Yes, sir. He said he took the cane, but had taken it back, and placed it near the private pantry. This cane was found in Mr. Olwyne's room. There was also a dollar and some postage stamps stolen from the pantry.

The evidence here closed, and the defendant was committed to await his trial. In order to convict, it is necessary that the owners of the lost property shall appear on the day of trial.

Alleged Robbery of a Soldier.

Theodore Peters, a cab-driver, was arraigned before the Alderman last evening, on the charge of robbing a one-armed soldier, named John Gehring, who belonged to Company K, 50th Pennsylvania. The soldier had been in two battles, and was wounded in that at Fair Oaks, by which he lost his left forearm, amputation having been performed a few inches below the elbow. He was paid off and discharged from the hospital at Baltimore on Monday morning last. He arrived in Philadelphia on the same night, and stopped at the house of Mr. Buck, on Carpenter street. He had with him forty-seven dollars, which he gave to the landlord for safe keeping. On Tuesday morning the money was returned to him, and Mr. Gehring employed a cab-driver to take him to a friend's house on Callowhill street, where he expected to meet his sister, whom he had not seen since he had enlisted. Not being able to find her, he desired to be taken to the New York depot, but, by some means or other, he did not reach that place. It is stated that, during his travelling around, he handed a $20-treasury note to the cab driver Peters, requesting him to put it into his (the owner's) left pocket, as he himself could not do so, because of the loss of his arm. Mr. Gehring says that the driver appeared to put the money into the pocket as desired, and the witness thought he really did so. The note has not been seen since. Information of the supposed robbery was left at the station, and yesterday afternoon, Officer Kerr, of the Reserve force, arrested Peters at Water and Walnut streets, and took him to the lock-up. The accused asseverated his innocence of the charge. He was released from custody at the hearing, after which the alderman required bail in the sum of $800 to answer at court. Mr. Gehring belongs to New York.

[Before Mr. Alderman Harmer.]

Shot in the Eye.

William McKeown, the proprietor of a public house situate on Gray's Ferry road, near the United States Arsenal, was arraigned before Alderman Harmer, yesterday morning, on the charge of committing an assault and battery on Wm. Miller with only with a passenger railway, known and used as such, and for this reason alone, it is properly to be a transporting railroad, in order to form a continuous link with the latter.

That the only termini of the railway are the Navy Yard and Fairmount, and when the termini are expressly mentioned and a power is afterwards given to extend without limitation, such right of extension is void.

That even if they have the right to construct a railway connecting the two depots, they cannot use that part only, but must complete the whole route from the Navy Yard to Fairmount.

That there is no railroad on Howard street connecting with the Richmond and Schuylkill Passenger Railway Company on Girard avenue, and in no event can any connection be permitted with the depot of the Philadelphia and Trenton Railroad by means of any street on which there is no track already laid.

That the defendants have not complied with the city ordinance of July 7, 1857, inasmuch as they have not filed in the office of the City Solicitor a written obligation to conform to the regulations of Councils respecting passenger railways.

That the permission of City Councils for the construction of the said railroad was given on condition

That they have no right to lay more than two rails to each track, which must be of the pattern, size, weight, and exact height and measurement of the rails used by the passenger railways now traversing the streets of the City.

That the proposed road, if it can be lawfully constructed, must conform to and be under the requirements of the said ordinance of the city, and, as it is prohibited therein to carry freight or use steam as the motive power, no freight can be carried over the said proposed road, and no locomotive engines can be attached to propel any cars through the streets of the city.

The bill concludes with a prayer for an injunction to restrain the defendants from building the railroad on the streets above mentioned; from making any connection with the said depots; from laying any track with more than two rails, or any rail which is not of the pattern, size, weight, and exact height and measurement of rails now used by passenger railways in the city; from interfering with the streets until all the requirements of the city ordinance regulating passenger railways shall have been fully complied with in every respect; from using steam as a motive power through the streets, and from carrying freight of any nature or kind through the streets of the city.

An amended bill was filed yesterday morning, just before the argument commenced, charging that the Navy Yard, Broad-street, and Fairmount Railroad Company had entered into an agreement with the Philadelphia and Trenton, and the Philadelphia, Wilmington, and Baltimore Railroad Companies to carry the passengers, baggage, and freight of the transporting companies over their respective lines, agreed with the Richmond and Schuylkill Passenger Railway Company to lay a third rail on the present track of that company, for the same purpose. After the reading of the bill, and amendment by E. C. Brewster, Esq., the affidavit of Price J. Patton, president of the Navy Yard, Broad-street, and Fairmount Railway Company, was read in reply by Jas. F. Johnson, Esq., to the effect that it sets out fairly the plan of the route of the company, and the proposed connections, to the Board of Surveys of the city, and its approval by the Board. That it is the design of the company to begin the road at Broad and Prime streets, and connect it with the rails of the Philadelphia, Wilmington, and Baltimore Railroad Company, and to continue the same northwardly to Girard avenue, and there connect it with the railroad of the Richmond and Schuylkill Company, that, excepting that portion of it on the east side of Broad street from Washington street to Girard avenue, the whole track will be in plan similar to other city railways. The track on the western side of Broad street will really be a single track, yet allowing the use of cars differing in gauge, to attain which three rails will be laid as now in use on Second and Third streets, from Market to Dock street. On this point the affidavit says:

"The track will be laid on heavy cross-ties, placed four feet apart, the outside rail to be made in a trough-box in front of the tavern of Mr. McKeown and partly demolished it. Considerable wrangling occurred in consequence thereof, and finally Miller paid two dollars, and the matter was settled.

After this he went into the street, picked up a large-sized pebble stone, and attempted to strike Mr. McKeown on the head with it. The old man, who is lame, pulled a pistol out, and fired it at Miller, the shot taking effect in one of his eyes, and also peppering his face all over. The wounded man was removed to the hospital, and McKeown was taken into custody. The defendant admitted to the police that he had shot Miller, and would do so again, in self-defence. "It is a lame old man, that I am," said he, "and I'll never let it be said that Billy McKeown allowed anybody to dash his brains out with a poker." Under the circumstances, the magistrate required the defendant to enter bail to answer at court.

[Before Mr. Alderman McMullin.]

Alleged Robbery.

J. Sharp, a young man who had arrived in town on Thursday, to "see sights," while wandering about, in the vicinity of Fourth and Shippen streets, was accosted by a woman named Catharine Batchelor, who conducted him to a house in that vicinity. Of course he could not refuse to imbibe, and the result was that at a subsequent period he found himself minus all his money, amounting to nine dollars and a half. He complained to the police, and Catharine was taken into custody on the charge of robbing Mr. Sharp. The evidence was such as to warrant the alderman in committing the accused to answer. This is one of a class of cases that seldom ever reach a court of justice. The prison has no terrors for such people as Catharine. As a class of people, they are rather fond of the retirement, every now and then, of a prison.

The Bethlehem Robbery.

The two brothers Klottsman, arrested on the charge of robbing the Young Ladies' Seminary at Bethlehem, Pa., made a full confession of their guilt. While going up in the cars, one of them suddenly seized a bayonet, and attempted to stick himself in the throat with it. It was caught by the other brother, and thus the tragedy was prevented. Upon arriving at the scene of their recent nefarious operation, they made a full confession. They said they climbed up an arbor, and finding the doors and windows unfastened, entered the seminary, and helped themselves to as many things as they could well carry away.

All the jewelry which the "bride," at the reading on Wednesday said belonged to her, was identified as the property of several of the young ladies of the seminary. The female has, of course, thus been caught in a positive fabrication, and will insure her expulsion from the charge of a receiver. There are certain circumstances connected with this affair, that, for obvious reasons, should not be made public at the present time—from which it would appear, that the marriage certificate presented by the detectives, was for a certain effect. The detectives are too hard-hearted to misplace what little sympathy they have. One of the silver thimbles, claimed by this woman as a bridal gift, was stolen from the second floor of the seminary.

A handsome set of jewelry, that the "bride" wore upon the occasion of her marriage, was identified as the property of a young lady at Bethlehem, who replied two days after, that the articles present from a near relative. But little is known of these thieves. It is supposed by the best of officers in Philadelphia, from New York, on the 8th of the present month, they put up at a house on Water street, near Walnut, for one night, then came to this city, went to the Jersey City depot, where most of the stolen articles were recovered.

LEGAL INTELLIGENCE.

Supreme Court at Nisi Prius—Mr. Justice Thompson.

THE DOUGLASS-MITCHELL SUIT ENDED—VERDICT FOR DEFENDANT.

Douglass vs. Mitchell. The jury in this case yesterday morning brought into Court the following verdict:

"The jury find for the plaintiff, and assess the damages as against Joseph W. Miller, administrator *de bonis non cum testamento annexo* of Thomas S. Mitchell, deceased, at the sum of $10,450.31, in which is included the sum of $842.49, the costs of the previous suit; and we find for defendants, Clara Mitchell and Emily Mitchell, by their guardian Samuel N. James."

The finding of the jury against the administrator is but a form of a retention of the former verdict in the suit in which the executor alone was the party defendant. That judgment bound only the personalty, and in order to charge the real estate of the decedent in the hands of the heirs and devisees, Clara and Emily Mitchell, it was necessary to bring them in by *sci. fa.*, as in the present case. In the former judgment they were, by law, entitled to make the same defence in this action that their testator could have done, if living, to the original claim; and availing themselves of this legal privilege, they have combated the case anew, and won the foregoing verdict. In a personal estate, against which the former judgment is a lien only, there is nothing left, Mr. Douglass having received some $500 some time ago, the balance on settlement of the executor's account. Mr. Douglass loses his entire claim. If he actually loaned the money to the intestate in his lifetime, it was a fraudulent claim, the verdict is a righteous one. The case attracted a great deal of attention, and caused much division of opinion among those who carefully watched its progress.

SLANDER—ACTION FOR DAMAGES.

Valentine vs. Myers. This was an action to recover damages for slanderous words alleged to have been used by defendant against plaintiff. Suit had been brought by Myers against Valentine before one of the aldermen of our city, in defence to which Valentine presented and proved by his books of original entry a set off. Myers then charged him with having sworn falsely; that he had perjured himself; and swore to lies, and even named the place. These expressions were repeated several times in the alderman's office.

Justice Thompson instructed the jury that where a party in a suit conducted his own case, he had a perfect right to criticise the testimony of his opponent, and denounce it, at the time, in the terms complained of in this case, as often as he thought proper. If he honestly believed it to be so, and did not do so maliciously, no action for damages could be recovered therefor. Under this instruction the jury found a verdict for the defendant.

Common Pleas—Judges Thompson and Allison.

THE BROAD-STREET RAILROAD—APPLICATION FOR AN INJUNCTION.

Richard Peterson et al. vs. The Navy Yard, Broad-street, and Fairmount Railway Company. The Richmond and Schuylkill Passenger Railway Company, are chartered to run from Richmond to Penn township, Yesterday the bill filed some days ago, by the complainants, citizens and tax-payers, and owners of large and valuable properties on Broad street, on Howard street, and on Girard avenue, praying an injunction to restrain the laying of a railroad on those streets in the manner proposed by defendants, came up for argument.

The act incorporating the Broad-street Company authorizes it to construct, in such manner as railways are now constructed in this city, a single or double track, commencing with a single track at or near the intersection of Broad street and Federal street, extending thence along Federal street to Front street; thence south along Front street to Wharton street; thence west along Wharton street to Broad street; thence north with a double track along Broad street to Spring Garden street; thence west with a double track along Spring Garden street to Fairmount; and they shall have the right to connect their single track with their double track at Broad and Wharton streets, at Broad and Federal streets, and to make such turnouts, connections, and siding as may be necessary for the prosecution of the business of the company; and they shall have the right to cross at grade any other railroad, and by agreement connect with and run over any other railroad now constructed, or which may hereafter be constructed, in the city of Philadelphia; and further, power is given to the right to extend their railway by single or double track from Broad and Wharton streets southwardly, and from Broad and Spring Garden streets northwardly, at such times as the company may determine that the convenience of the public requires such extension or extensions; and they shall enjoy all and singular the same privileges that are now or may hereafter be extended to any other railway company.

The bill charges that the defendants are about to commence and lay and construct a double-track railroad, with three rails for each track, beginning at the depot of the Baltimore Railroad, at Broad and Prime streets, and extending northwardly along Broad to Girard avenue, thence eastwardly along Girard avenue to Howard street, again northwardly along Howard to Harrison, and thence eastwardly along Harrison to the depot of the Philadelphia and Trenton Railroad Company.

That it is the purpose and design of the defendants to use this railroad to carry passengers and freight, propelled by steam power, between the two mentioned depots, and not to make the road applicable for a passenger railway for the convenience of citizens of Philadelphia; on the contrary, by laying three rails to each track they propose to adapt the road to the gauge of the railroad transporting companies and carriers of freight between New York and Baltimore.

That this attempt to make Philadelphia a way station for freight and passengers on the line between the cities of New York and Baltimore, and of carrying freight through some of the most beautiful and thickly-populated streets of the city, is in violation of the terms of their charter, and if carried into effect would greatly depreciate the property along the proposed route, imperil the lives of citizens, be a public nuisance in the streets, and inflict a serious and irremediable injury upon the interests of the city.

That the defendants have no authority to make any connection, at Broad and Prime or at any other point along the line, with any transporting railroad, and that if they have any right at all to connect, it is only with a passenger railway, known and used as such, and for this reason alone, it is properly to be a transporting railroad, in order to form a continuous link with the latter.

That the only termini of the railway are the Navy Yard and Fairmount, and when the termini are expressly mentioned and a power is afterwards given to extend without limitation, such right of extension is void.

That even if they have the right to construct a railway connecting the two depots, they cannot use that part only, but must complete the whole route from the Navy Yard to Fairmount.

That there is no railroad on Howard street connecting with the Richmond and Schuylkill Passenger Railway Company on Girard avenue, and in no event can any connection be permitted with the depot of the Philadelphia and Trenton Railroad by means of any street on which there is no track already laid.

That the defendants have not complied with the city ordinance of July 7, 1857, inasmuch as they have not filed in the office of the City Solicitor a written obligation to conform to the regulations of Councils respecting passenger railways.

That the permission of City Councils for the construction of the said railroad was given on condition

That they have no right to lay more than two rails to each track, which must be of the pattern, size, weight, and exact height and measurement of the rails used by the passenger railways now traversing the streets of the City.

That the proposed road, if it can be lawfully constructed, must conform to and be under the requirements of the said ordinance of the city, and, as it is prohibited therein to carry freight or use steam as the motive power, no freight can be carried over the said proposed road, and no locomotive engines can be attached to propel any cars through the streets of the city.

The bill concludes with a prayer for an injunction to restrain the defendants from building the railroad on the streets above mentioned; from making any connection with the said depots; from laying any track with more than two rails, or any rail which is not of the pattern, size, weight, and exact height and measurement of rails now used by passenger railways in the city; from interfering with the streets until all the requirements of the city ordinance regulating passenger railways shall have been fully complied with in every respect; from using steam as a motive power through the streets, and from carrying freight of any nature or kind through the streets of the city.

An amended bill was filed yesterday morning, just before the argument commenced, charging that the Navy Yard, Broad-street, and Fairmount Railroad Company had entered into an agreement with the Philadelphia and Trenton, and the Philadelphia, Wilmington, and Baltimore Railroad Companies to carry the passengers, baggage, and freight of the transporting companies over their respective lines, agreed with the Richmond and Schuylkill Passenger Railway Company to lay a third rail on the present track of that company, for the same purpose. After the reading of the bill, and amendment by E. C. Brewster, Esq., the affidavit of Price J. Patton, president of the Navy Yard, Broad-street, and Fairmount Railway Company, was read in reply by Jas. F. Johnson, Esq., to the effect that it sets out fairly the plan of the route of the company, and the proposed connections, to the Board of Surveys of the city, and its approval by the Board. That it is the design of the company to begin the road at Broad and Prime streets, and connect it with the rails of the Philadelphia, Wilmington, and Baltimore Railroad Company, and to continue the same northwardly to Girard avenue, and there connect it with the railroad of the Richmond and Schuylkill Company, that, excepting that portion of it on the east side of Broad street from Washington street to Girard avenue, the whole track will be in plan similar to other city railways. The track on the western side of Broad street will really be a single track, yet allowing the use of cars differing in gauge, to attain which three rails will be laid as now in use on Second and Third streets, from Market to Dock street. On this point the affidavit says:

"That it is not true that they have entered into any agreement with the said Philadelphia and Trenton Railroad, or the Baltimore and Philadelphia road, to carry the freight of the said railroads, but they have agreed to carry their passengers with their ordinary luggage from and between the two depots.

That it is not the design of the company to carry passengers and their baggage between the said depots, but that it is not, and never was, their design to use steam power on said road, or any part thereof; and that, on the road of the Philadelphia and Trenton Railroad, they are prevented by prohibition from using steam by the act of Assembly before referred to, and applicable for a passenger railway; and that not more than three trains of passengers of said Philadelphia and Trenton road will pass over the road in any one day; that one of these will pass over at night, and that the same will not obstruct or interfere with the travel over said route, or with the use of the streets by the citizens.

The argument was opened immediately on the completion of the reading of these documents, and was continued until the hour of adjournment. The abstract of bill and affidavit we have above presented, however, is a complete embodiment of the views orally presented by the counsel, and it is unnecessary to repeat them here. Messrs. Edward H. Weil, F. C. Brewster, M. Russell Thayer, and Henry M. Phillips appear for the complainants, and James F. Johnson and Charles C. Knox, George M. Wharton, and Garrick Mallery for the defendants. Mr. Wharton offered to read the remonstrance against the road, signed by some 600 citizens, but the court refused to permit it to be read. The argument will be resumed this morning.

PHILADELPHIA BOARD OF TRADE.

ISRAEL MORRIS, JOSEPH C. GRUBB, EDMUND A. SOUDER, } COMMITTEE OF THE MONTH.

LETTER BAGS

AT THE MERCHANTS' EXCHANGE, PHILADELPHIA.

Bark Monitor, Eaton.....London, soon
Brig Herald, Davis.....Rio de Janeiro, soon
Brig Tuna, Bell.....Liverpool, soon
Schr Garibaldi, Garner.....Barbadoes, Dec 19
Schr Sir Colin Campbell, Vigos..Kingston, Ja, soon
Schr Lamot Dupont, Hering....Pt Spain, Trin, soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Dec. 20, 1862.

SUN RISES.....7 19—SUN SETS.....4 37
HIGH WATER.....2 32—LOW WATER.....8 32

ARRIVED.

Bark Azelia, Kerlin, from Fernambuco 27th Nov, with sugar to Lewis & Damon.
Brig Wm. Creevy, Little, 12 days from New Orleans, with sugar, molasses, and cotton to D S Stetson & Co.
Schr Silver Magnet, Perry, 7 days from Boston, with mdse to A Heron, Jr. & Co.
Schr Jas Logan, Smith, 8 days from Boston, with stone to captain.
Schr Farmer, West, 1 day from Milford, Del, with corn to Jas Barratt & Son.
Schr Telegraph, Connor, 1 day from Smyrna, Del, with wheat to Jas Barratt & Son.
Schr Amy, Stevenson, 1 day from Brandywine, Del, with mill feed to R M Lea.
Schr Rachel Seaman, Seaman, from Boston, with mdse to Crowell & Collins.
Schr Sarah Bunting, Dorman, from New York, with coal to City Gas Works.
Schr S C Fithian, Tuft, 1 day from Port Deposit, Md, with wheat to Jas L Bewley & Co.
Schr Rebecca Jones, Smith, 1 day from Salem, NJ, with corn to Jas L Bewley & Co.
Schr Ida, Vanderslice, 1 day from Odessa, Del, with grain to Christian & Co.

CLEARED.

Brig John Welsh, Jr, Fifield, Trinidad, S & W Welsh,
Brig Ongelino, Lunn, Belfast, Ireland, I Jeanes & Co.
Schr Mary & Frances, McDonald, Washington, Tyler, Stone & Co.
Schr Courier, Hopkins, Providence, E A Souder & Co.

(Correspondence of The Press.)

HAVRE DE GRACE, Dec. 18.

The steamer Wyoming left here this morning with the following boats in tow, laden and consigned as follows:

Winnebago, with wheat to Humphreys, Hoffman & Wright; Minnehaha, wheat and bark to Poplar-street wharf; Jennings & Bros, wheat to W S Smith; Ind Spud, lumber to S B Dalby; Sallie, pig metal, F Dugan, and J W Empswiller, coal to Delaware City.

MEMORANDA.

Bark Merrimac, Hoyt, hence, was Below New Orleans 9th inst.
Bark Reindeer, Coutts, from Havana, was below New Orleans 9th inst.
Brig A Bradshaw, Fish, hence, at New Orleans 8th inst.
Brig Daniel Malony, Steelman, hence, at New Orleans 4th inst.
Brig Planet, Lamb, cleared at Halifax 9th inst. for Philadelphia.
Brig E P Stewart, Cain, hence, at New Orleans 4th instant.
Brig Sea Lark, O'Neal, cleared at New Orleans 8th inst. for Philadelphia.
Schr Horace E Brown, Richardson, sailed from Kingston, Ja, 2d inst. for Philadelphia.
Schr Maracaibo, Henley, hence, at Gloucester 18th inst.
Schr S L Crocker, Presbrey, hence, at Taunton 15th inst.
Schr Mail, Kelly, hence, at Providence 17th inst.
Schr Robert Corson, High, for Philadelphia, sailed from Providence 19th inst.
Schr Lizzie Maul, Henderson, from Newburyport for Philadelphia, sailed from Newport 18th inst.
Schr J O Colyer, Wilcox, hence, at New Haven 17th inst. for Middletown, but will probably discharge at N H.
Schr Revenue, for Philadelphia, cleared at New Haven 17th inst.
Schr Greenland, Heather cleared at New Orleans 6th inst. for Philadelphia.
Schr Minnehaha, Thomas, at Boston 17th inst. from Trenton.
Schr Fred Warren, Coombs, cleared at Baltimore 18th inst. for Philadelphia.

NOTICE TO MARINERS.

The Beacon on the Lower Middle Ground, in West Quoddy Bay, Me, washed away during the storm of the 6th inst, and is now visible at low water only.

THE COPARTNERSHIP HERETOFORE existing between the undersigned, in the manufacturing business, under the firm of GRANLEES, NORRIS, & HUEY, is this day dissolved by mutual consent. ROBERT GRANLEES, WILLIAM NORRIS, SAML. C. HUEY.

Philadelphia, December 1, 1862. de18-3t*

REMOVAL.—J. R. & J. PRICE HAVE removed to No. 247 MARKET Street, running through to No. 244 Church alley, (recently occupied by McFarland, Tatman, & Co.) where, with increased stock of Dry Goods, they would respectfully invite the attention of the trade. de18-3t

EDUCATION.

PENNSYLVANIA MILITARY ACADEMY, at WEST CHESTER, (for BOARDERS only.)—This Academy will be opened on THURSDAY, September 4th, 1862. It was chartered by the Legislature, in its last session, with full collegiate powers.

In its capacious buildings, which were erected and furnished at a cost of over Sixty Thousand Dollars, are arrangements of the highest order for the comfortable quartering and subsisting of one hundred and fifty Cadets.

A corps of competent and experienced teachers will give their undivided attention to the educational department, and aim to make their instructions thorough and practical. The department of studies embraces the following courses: Primary, Commercial, and Scientific, Collegiate and Military. A graduate of the United States Military Academy, of high standing in his class, and of experience in the field, devotes his exclusive attention to the Mathematics and Engineering. The moral training of Cadets will be carefully attended to. For circulars, apply to JAS. H. ORNE, Esq., No. 626 CHESTNUT Street, or at the Book Stand of Continental Hotel; Philadelphia, or to Col. THEODORE HYATT, President Pennsylvania Military Academy. de12-1m

VILLAGE GREEN SEMINARY.—A SELECT BOARDING SCHOOL, NEAR MEDIA, PA. Thorough course in Mathematics, Classics, English studies, &c.

Military Tactics taught. Classes in Book-keeping, Surveying, and Civil Engineering. Pupils taken of all ages, and are received at any time.

Boarding, per week, $2.25.

Tuition per quarter, $6.00.

For catalogues, address the administration address Rev. J. HERVEY BARTON, A. M., Village Green, Pa. oc10-tf

FOR SALE AND TO LET.

FOR SALE OR TO LET—FOUR HOUSES, on the west side of BROAD Street, below Columbia avenue. Apply at the southwest corner of NINTH and SANSOM streets. mh23-tf

TO RENT—A THREE-STORY BRICK DWELLING, on RACE Street, one door above Twelfth, north side. Rent $160 to a good tenant. Apply to WETHERILL & BROTHER, 47 and 49 North SECOND Street. de12

TO LET—A COMMODIOUS DWELLING, No. 132 North FRONT Street. Rent moderate. Apply to WETHERILL & BRO., 47 and 49 North SECOND Street. oc27-tf

GERMANTOWN COTTAGE FOR SALE VERY LOW, corner of RITTENHOUSE and LEHMAN Streets, with stable and carriage house; lot 71 by 171 feet.

Also, "The Philadelphia House," at Cape May; with or without the furniture. This house contains 34 chambers, large parlor, dining room and kitchen, with bake house, wash house, &c., &c. Lot 65 by 700 feet, and stabling for 14 horses—pleasantly situated, and will be sold very cheap.

A large variety of Cottages, Farms, and city properties, for sale or rent.

Also, 3 Grist Mills, with lands and houses attached.

B. F. GLENN, 123 South FOURTH Street. de19-4t

FOR SALE—BUCKS COUNTY VARM, of 63 acres, 28 miles north of the city near Reading Railroad; 3 miles from Doylestown. Good improvements, nicely watered, &c. Apply to COMMERCIAL AGENCY, 309 WALNUT Street. de19

FOR SALE—AN EXCELLENT FARM, of 60 acres, two miles northeast of Norristown, on the Germantown Turnpike, with commodious Buildings, good Fences, large Lawn, Apple Orchard, and other improvements. Inquire on the premises. ALBERT S. L. STYER. de18-3t*

FOR SALE—FARM AND COUNTRY Seat, situated in Honeybrook township (Chesnut Hill) on the road leading from Rockville to Forest Station, on the Brandywine Railroad, one-fourth of