THE CITY.

THE DRAFT.—Provost Marshal General Fry was in town yesterday, and visited the headquarters of the provost marshals who are conducting the draft in the city. Colonel Fry left Washington on an extended tour of inspection through the Northern States, and his personal supervision of the arrangements attendant upon the enforcement of the conscription act will doubtless lead to useful reforms. We understand that he has expressed himself highly pleased with what he has thus far seen in Philadelphia of matters pertaining to the draft, and has had no occasion to suggest any improvements.

The average number of drafted men who daily report themselves as ready to go to the field, is not more than three in each district. In the First district but one conscript was held for service. The balance of those whose cases were examined either furnished substitutes or were exempted for sufficient cause. The tri-monthly report in the First district shows the following figures:

Number examined	273
Exempted for physical disability	99
" " other causes	42
Only sons of widowed mothers	12
" " aged or infirm parents	2
Aliens	45
Furnished substitutes	63
Paid commutation money	3
Held for service	4

A new decision respecting alienage has been communicated to the provost marshals of this city. An emigrant who declares his intention of becoming a citizen of the United States, and brings with him to this country a minor son, confers, by this action, the privileges of citizenship upon that son should he reach his majority. The British consul holds that such minor cannot be alienated from his parent's original government during his minority, by any act of his own or his father's, and that if he does not declare his intentions he is still a subject of Great Britain. Should, therefore, any person over twenty years old claim exemption from the draft on the ground of alienage, whose father may have become a citizen, such claim is not to be recognized by the United States Government.

SEVENTEENTH LEGISLATIVE DISTRICT.—The delegates to the Seventeenth Legislative Convention met together on Monday evening last, at Kimble's National Hotel, Twenty-fourth ward, for the purpose of nominating a National Union candidate for the Legislature. The Convention was called by the selection of Prof. James Rhoads as president, and Dr. J. K. Lee as secretary. The following gentlemen were then placed in nomination: Thomas Thomas, James Miller, Charles F. Abbott, P. Lavering, and P. Milliman, with the following result:

	1st ballot.	2d ballot.	3d ballot.
Thomas	5	6	8
Miller	5	6	8
Abbott	2	3	1
Levering	2	2	0
Milliman	0	0	0

Mr. Miller was declared elected, and a committee appointed to announce to him the result, and solicit his presence.

Mr. M. appeared, and thanked the Convention for the honor they had just conferred upon him, and said, that although he had not sought the position, yet as he had been selected by them as an individual to fulfill the important duties of a representative, he intended to do all in his power, not only for the ticket on which he had been placed by the partiality of his friends, but for the success and triumph of the just principle and principles of justice which were at stake in the coming conflict between the enemies of this Government and its friends. If elected, he pledged himself to discharge his duties faithfully and honestly. Mr. M. said there never was a time in the history of this nation, when the results of an election were more important. Events the most momentous are before us. If Pennsylvania goes Democratic we have a dark future before us. It was important, then, that every individual who was earnestly desired to see the Government sustained, and treason crushed, to exert himself to the utmost, putting aside all petty prejudices and prejudices, and eye single to the preservation of the Government under whose benign influence we live, resolve that every influence, every desire, shall be given to the success of the glorious principles and important issues which are contended for by the party who have resolved to stand by the Administration, and give it their earnest support, until every vestige of treason is rooted out.

After some further remark, Mr. Miller concluded, when Prof. Rhoads introduced to the large crowd now assembled, Mr. John W. Everman, candidate for Council, who, being called upon, made a few neat and appropriate remarks, pledging his energy and patriotism, which were received with great enthusiasm, particularly his warm eulogium of Gov. Curtin, and the character of the coming campaign.

SEPTENNIAL ASSESSMENT IN PENNSYLVANIA.—We learn from Mr. John Houseman, one of the most attentive of City Commissioners, that Philadelphia has had for many years, that in the course of a week or two the assessors will commence making the septennial assessment for Legislative purposes, as directed by an act of the Assembly passed in the year 1861. In this assessment all taxable inhabitants, male and female, over the age of twenty-one years old; all persons who are deaf, dumb, blind; all slaves in the State of Pennsylvania, are to be enumerated. The assessors are required in order to apportion the State for State purposes. The City Commissioners desire to have the assessment as correct as it is possible to make it, and they indulge a hope that the people will truly respond to the queries of the assessors. In a large community like that of Philadelphia there may be many persons found who, at the present time, regard every inquiring official with more or less caution, and are therefore more than ordinarily reserved. Of course, the septennial assessment is not confined to Philadelphia county, but it is to be made in every part of the State. There should be correct replies promptly made by the inhabitants thereof.

GENERAL IMPROVEMENTS IN PHILADELPHIA.—Notwithstanding we have had over two years of rebellion, and that it was said that it would had long since commenced growing in our business streets and cobwebs had festooned the business houses of the city of Penn, yet to the eye of the following statistics of the Board of Building Inspectors, that private improvements continue, and that the present year will be rather above the average. The city of Philadelphia can boast of some of the finest and most palatial buildings to be found in any part of the world. The many mansions, containing all that wealth and power can display, greet the eye of the passing citizen or the stranger, who may look with wonder at the such monumental piles of architectural beauty. But a few years since where territory was cut up into truck farms, there have sprung forth almost these huge branches and formed a grateful shade in the then country, are now improved with rows upon rows of cottage homes, lighted with hot and water and gas introduced, where the mechanic can find contentment, after the toils of the day. Here the industrious and frugal artisan, and the hardy sons of toil, can be found at ease after six o'clock of a summer afternoon, or before seven in the cool of the morning, smoking his pipe or his cigar, and poring over the well-filled pages of The Press, thus storing his mind with useful knowledge.

Brickyards in the southwest, and to the north of the central part of the city, have been observed with the things of the past. By the spade of improvement they have ceased, and handsome, comfortable edifices stand there. These private improvements are indicative of prosperity, and its attending train of everything that makes life agreeable. Such is Philadelphia as we find it.

The present prospects of a further increase were never better than now. We have had since the rebellion broke out quite a number of refugees from the South, many of whom are wealthy and refining, and have invested their money in pretty little buildings, where they can lay back at ease, smoke the pipe of peace, and reflect how valuable a thing the Union is, and calmly arrange to support it forever by thought, word, and bullet if necessary, or by ballot.

The following are the statistics for new buildings during the month of August:

PERMITS ISSUED FOR BUILDINGS DURING AUG., 1863.

4 story. 3 story. 2 story. 1 story. Total.

Dwellings	5	55	67	5	132
Factories, 3; store-houses, 2; green-house, 1					6
Stores, 2; slaughter-houses, 1; bath-houses, 2					5
Church, 1; shops, 3; stables, 3					7
Malt-house, 1; brewery, 1; stairway, 1					3
					154
Alterations and additions					20
Total					174

FIRE YESTERDAY MORNING.—At an early hour yesterday morning, the upper portion of the threestory manufactory of Naylor & Co., planing mill, was discovered to be in flames. This great hall of enterprise and industry is located at 639 to 643 north Broad street. It was occupied as follows: First floor. Messrs. Naylor & Co.'s steam saw and planing mill; second floor, Mr. Robert Arthur, manufacturer of window sash and blinds; third story, J. P. Wilkinson, turner, and Henry Young, chairmaker, both of whom had considerable worked materials on hand.

The fire commenced in the third story, and raged with great fury, there being plenty of material to feed the flames. The roof soon caught, and the fire burnt down to the second story. By this time the steam fire engines poured in their "floor-board streams," and speedily thereafter the remain ing of Messrs. Naylor & Co. and the owners of adjacent property from further apprehension.

Pyle's steam laundry was on one side of the burning building, and the immense super refinery of Mr. Broome on the other. A few well-directed streams from the lively steamers so thoroughly drenched the exterior of these fabrics that flames from the burning mass played harmlessly around them.

The entire loss is estimated at $5,000, all of which is covered by insurance, mostly in the Royal. There was a private watchman in the building, who quickly gave the alarm. The fire originated accidentally.

FLAG RAISING AT CAMP CADWALADER.—Yesterday afternoon another handsome flag was raised, above the encampment at Lafayette Park. The ceremony took place in the presence of a large number of people. The flag-staff is the property of the Corn Exchange Association of this city, and was tendered to Lieutenant Colonel Gwynn, who is in command of the camp, to be in his possession until the camp is removed. The flag was raised amid the playing of the Star-Spangled Banner, by the band, the booming of the artillery, and the cheers of the crowd. Immediately the flag was enveloped in the large one, and fell in thick profusion as the breeze gave way to the breeze. After this ceremony, the soldiers were reviewed by Major General Cadwalader; brigadier General Hatch was also present. The camp is one of the most efficient ever created in the suburbs, being characterized by cleanliness, discipline, and good management. It is intended as a drill camp for conscript recruits, who are assigned to regiments as they are seen much service in the field. There are two encampments in this State, one in Pittsburg, and the other at Camp Cadwalader, where the drafted men are obliged to report.

ARSON.—Between the hours of four and five o'clock yesterday morning a small stable standing containing several horses, situate at Spafford and Bedford streets, Fourth ward, was fired by some heartless incendiary, who applied cotton, saturated with camphene, to the weather-boarding. The flames were discovered by a colored man, who gave the alarm. The fire was speedily suppressed. The stable is owned by Wm. Loughlin, and occupied by Mr. McKinney, who drives mineral-water wagons.

THE NATIONAL UNION NOMINATION IN THE FIFTH DISTRICT.—In the fifth Representative district (the Seventh-ward district), two candidates for the Legislature have been placed in nomination, by two different National Union Conventions, each claiming to be regular. Messrs. Wm. B. Madara and Wm. W. Watt are the candidates, the Convention nominating the former having met at Patterson's, Nineteenth and South streets, that of the latter at Divine's, Twelfth and Lombard streets.

LEGAL INTELLIGENCE.

United States District Court—Judges Grier and Cadwalader.

THE CONSCRIPTION ACT—IMPORTANT ARGUMENT.

The case of Frederick Stingler, a drafted man from the Fourth district, was again under argument yesterday. The case has been previously reported, but a short statement of the facts connected with it is necessary for an understanding of the line of argument adopted yesterday. Stingler was drafted in the Fourth district, and appeared before the Board of Enrolment thereof, and claimed exemption by reason of being over thirty-five years of age and married, and, therefore, not liable to be drafted from the first class. The Board of Enrolment heard the evidence submitted in support of his claim for exemption, and decided it to be insufficient. This writ of habeas corpus was then sued out, and, after being argued several times, a reargument was ordered in consequence of the point having been made that the decision of the Board was not final, as provided by the fourteenth section of the conscription act, but was subject to review on a writ of habeas corpus. This argument was had yesterday, John C. Knox, Esq., appearing, with U. S. District Attorney Geo. A. Coffey and Assistant U. S. District Attorney J. Hubley Ashton, for the Government, and Charles W. Buckwalter and Geo. M. Wharton, Esqs., for the relator. Along with this case was argued another one, in which the relator's claim for exemption on the ground that he was the sole support of his widowed mother had also been disallowed by the Board of Enrolment.

Mr. Knox opened the argument for the Government. He raised, at the outset, two points:

1 First. May Congress provide a tribunal to determine whether a drafted person is entitled to exemption, and make the decisions of that tribunal final?

Second. Where one who has been drafted in the first class claims exemption from the draft, on the ground that he was married and over 35 years of age, on the 1st of July, 1863, is the decision of the Board of Enrolment adverse to his claim final?

Upon the first question, he referred to the 8th section of the Constitution of the United States, which gives to Congress the power to raise and support armies; to make rules for the government of the land and naval forces; to provide for the calling forth of the militia to execute the laws of the Union; to suppress insurrection and repel invasion; to provide for organizing, arming, and disciplining the militia, and for governing such part of them as may be employed in the service of the United States, and to make all laws which shall be necessary and proper for the carrying into execution the foregoing powers. He contended that Congress had ample power to require the military service of the people of the United States, and that the form and mode of raising and supporting armies, and of calling forth, organizing, and disciplining the militia, was left exclusively to the discretion of Congress, and that there was no power in the judicial department to control the exercise of this discretion, and that armies might be raised, either by accepting volunteer service, or by compelling certain classes or persons to render military service. So the militia might be called out in part or in whole; and, where it is called in part, the manner of ascertaining the part to be called into service is to be determined by Congress alone. He further contended that exemption from service was of grace and not of right; and that the extent thereof, and the mode of ascertaining it, when declared by Congress, could not be questioned.

Upon the second question, he argued that the Board of Enrolment had general jurisdiction over all persons between the ages of 20 and 45, and that its decision against a claim for exemption, on the ground that the claimant was not subject to the first draft, was final.

These points were elaborated by Mr. Knox, and are substantially the same as those previously made by Messrs. Coffey and Ashton, in their argument last week.

Mr. Buckwalter followed for Stingler, contending that under the conscription act there are three distinct stages which it is necessary to go through to reach the object of the act, the obtaining of an army, viz: 1st, enrolment; 2d, draft; 3d, impressment. Under the first head, section 9 provides for the appointment of an enrolling officer, and the nature of his duties: "to enroll all persons subject to military duty." Upon the inquiry, who are subject to military duty? the very first section of the act relieves us. It clearly sets forth "that all able-bodied male citizens of the United States, and persons of foreign birth, who shall have declared, on oath, their intention to become citizens, under and in pursuance of the laws thereof, between the ages of 20 and 45 years, except as hereinafter excepted, are hereby declared to constitute the national forces." The enrolling officer is therefore to make an enrolment of all the national forces, those afterwards excepted under the act, being a part of such, and not persons national forces. But these national forces thus distinctly defined, are not to be called out all at once, for section 3 provides that there shall be no enrolment "the first of which shall comprise all persons subject to do military duty, between the ages of 20 and 35 years, and all unmarried persons subject to do military duty, above the age of 35, and under the age of 45. The second class shall comprise all other persons subject to do military duty, and they shall not, in any case, be called into the service of the United States until those of the first class shall have been called."

And section 10 provides "that the enrolment of each class shall be made separately." The first stage and, the one which must be first completed, is the enrolment of the first class. That is the basis of the draft. Under the enrolment there are to be two classes, the first of which only are liable to be called in the first draft. These classes are not to be called in the draft, but to be made before constituting the basis of the draft. Now, what does the 14th section provide? It says, the decision of the Board of Enrolment shall be final upon cases of exemption brought before them. It can simply have jurisdiction of persons who are drafted; fixer those who constitute the national forces and are enrolled as such; over a man entitled from service, and, finally, over one who is unjustly enrolled in a class of which he forms no part they can have no control, and can make no final decision. If they unlawfully hold him, the courts have slight to review this decision and ascertain whether or not he comes within the provision of the law. If, however, it is shown that the intention of the law is to the effect that this Board of Enrolment can exercise an arbitrary control, and to an unlimited degree over citizens, it is contended on behalf of the relator that such power could be conferred by Congress under the Constitution of the United States. While Congress may raise armies by conscription, yet the power must be in the manner prescribed in the Constitution. Whatever they do must be done in harmony with its spirit and genius, and in accordance with its provisions.

Mr. Buckwalter continued his able argument, at some length upon the powers specially conferred upon Congress, and also upon the special and general provisions of the Constitution which secure the rights and liberties of the citizen.

The argument was further followed on behalf of another relator, whose case was also before the court, and involved the same questions.

He contended, at some length, that the decision of the Board of Enrolment could not be final upon a question whether or not a man belonged to a particular class. Whatever powers they may have, they can only be exercised upon those persons who come within the class from which the first draft is to be made. He argued that under the Constitution a judicial power was to be established, having jurisdiction over all cases arising under the Constitution or the laws of the United States. That this was a case arising under the law of the United States, and one upon which they could decide. That this Board of Enrolment could not be regarded as a co-ordinate branch of the judicial body. Its officers were not appointed in the manner set forth in the Constitution of the United States for the appointment of judicial officers. That the judiciary could not be ousted by the arbitrary appointment of any persons to sit upon questions of law. This Board of Enrolment could not oust the judiciary.

Mr. Coffey followed for the Government, in substantially the same line of argument before adopted by the United States.

The argument concluded, the decision of the Court was reserved. It will be rendered at an early day.

THE POLICE.

Death of an Excellent Officer.

Mr. John Haley, an officer of the Reserve Corps, departed this life very suddenly, at his residence, on South street, below Fourth, on Monday night. Mr. H. was rather advanced in years, but a large, muscular man, and one of the most faithful of the corps. He was stationed at Ninth and Chestnut streets; was gentlemanly in his department, but firm and resolute in the discharge of his official duties, and great occasions of receptions at the Continental, he officiated within the walls of that palace-like building, where he was brought more closely into the attention of distinguished citizens sojourning at that place. His urbanity won for him the respect of everybody. He had been on the police force since consolidation, and was kept there under all administrations. Every store-keeper and resident on Chestnut street, from the Delaware to Ninth street, was his friend, regardless of distinction of political party. Several weeks since he was afflicted with an abscess on his lungs, which finally broke, and he apparently convalesced. On Monday night, in obedience to roll call, at the Central Station; he was cheerful, more so than usual. On reaching home, he was taken sick at the stomach, and shortly before twelve o'clock, he departed this life without a struggle.

[Before Mr. Alderman Ogle.]

Extensive Thieving.

Yesterday afternoon quite a number of colored women appeared at the Central Station, for testimony in regard to thefts, in which they were the victims. Emeline Anderson, colored, was arrested on the oath of Elizabeth Steward, charging her with stealing a sheet and other articles, worth over dollars. The defendant is a washerwoman, and while on a professional visit to the house of Mrs. S., it is alleged, she purloined the articles, and pawned them. It is stated that in one instance she stole a dress worth $60, from a lady who keeps a millinery store in Third, near Spring Garden, and pawned it for $1 50. Investigation went over until 2 o'clock this afternoon. The accused was committed in default of $1,000 bail.

[Before Mr. Alderman Devlin.]

Alleged Female Pickpocket.

A female, giving the name of Catharine Fox, was arraigned yesterday morning, on the charge of picking pockets of people at Broad and Vine streets. She was held for a further hearing.

[Before Mr. Alderman Lynch.]

Enticement and Robbery.

Yesterday morning two persons, alleged to be husband and wife, named Charles and Louisa Brady, were arraigned on the charge of robbing a man of the sum of $70. It is alleged that the stranger was enticed into a house situate in the vicinity of Oxford street and Germantown road, on Monday night, and while in there he was robbed of the sum aforesaid. The parties were charged against defendants. The case was returned to court.

August Arrests.

The following are the statistics of the arrests made during the month of August by the police force of Philadelphia. Total number 3,107:

District.	Arrests.	District.	Arrests.
Day surgeons	32	Reserve Corps	216
Harbor police	13	Arrests for other cities, counties, etc.	43
Park police	43	Total	3,107
Reserve Corps	216		

District.	Arrests.	District.	Arrests.
1	292	9	130
2	436	10	189
3	295	11	103
4	293	12	108
5	332	13	25
6	138	14	43
7	132	15	70
8	126	16	39

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Sept. 2, 1863.

SUN RISES.....5 32—SUN SETS.....6 27
HIGH WATER.....6 0

ARRIVED.

Ship Harpswell, Rogers, 30 days from Cape Cruz, in ballast to Jas Hand.
Bark Petrea, Sturges, 10 days from Pensacola, with mdse to Comdt Navy Yard.
Brig Ada, Larmon, 20 days from N Orleans, in ballast to G W Bernadou & Bro.
Schr Keokuk, Machias, 14 days from St John, NB, with 500,000 laths to order.
Schr E H Allen, Hawden, 6 days from Bath, with laths and ice to J E Bazley & Co.
Dchr D S Siner, May, 6 days from Boston, in ballast to captain.
Schr T P McColley, Carter, 1 day from Camden, Del, with oats to Jas Barratt & Son.
Schr Lucy I Sharp, McElwee, 7 days from Boston, with ice to captain.
Schr Georgia, Sweet, 7 days from Gardiner, with ice to Thos E Cahill.
Schr R P Weldon, Neal, 7 days from Boston, with ice to Thos E Cahill.
Schr Olivia, Fox, 1 day from Odessa, Del, with grain to Christian & Co.
Schr Golden Gate, Fleming, 1 day from Frederica, Del, with oats to Jas L Bewley & Co.
Schr Telegraph, Morris, 1 day from Leipsic, Del, with corn to Jas L Bewley & Co.
Schr Mary, Rickards, 1 day from Camden, Del, with wheat to Jas L Bewley & Co.
Schr Chas Atkinson, Atkins, 1 day from Milton, Del, with grain to Jas L Bewley & Co.
Schr Vandalia, Cooper, 1 day from Smyrna, Del, with oats to Jas L Bewley & Co.
Steamer Sarah, Jones, 24 hours from New York, with mdse to Wm M Baird & Co.
Steamtug J F Starr, Hitchins, 5 hours from New Castle, Del, having in tow ship Harpswell, from Vera Cruz. Reports the bark Brilliant, from New Orleans, off Quarantine.

CLEARED.

Brig South Boston, Lane, Barbados, Van Horn, Woolworth & Co.
Brig Proteus, Ginn, Cardenas. E A Souder & Co.
Schr Hattie M Mayo, Ward, Hingham, Hammett, Vandusen & Lochman.
Schr California, White, Baltimore, do
Schr Carrie Wells, Brown, Boston, do
Schr Western Star, Crowell, Port Royal, Tyler, Stone & Co.
Schr E T Allen, Allen, Portsmouth, Com H A Adams.
Schr Horace, Higgins, Salem, L Audenried & Co.
Schr Ephraim & Anna, Jones, Boston, do
Schr E F Lewis, Wallace, Portland, Castner, Stickney & Wellington.
Schr Fantasia, Clark, Pawtucket, Keppler & Bro.
Schr Nellie D, Studams, Hingham, Sinnickson & Glover.
Schr Honduras, Cross, Malden, do
Schr Alabama, Vanglider, Quincy Point, do
Schr Volta, Mull, East Greenwich, do
Schr Sarah Lavinia, Henderson, Providence, E A Quintard.
Schr Flying Dragon, Daniels, Plymouth, Wm H Johns.
Schr Elizabeth, Brown, Pawtucket, Milnes & Co.
Schr W H Rowe, Harris, Hyannis, Blackiston, Graff & Co.
Str Ann Eliza, Richards, New York, W P Clyde.
Str R Willing, Dade, Baltimore, A Groves, Jr.

(Correspondence of the Philadelphia Exchange.)

LEWES, Del, Aug. 31.

There are at the Breakwater this morning one steamer, three barks, two brigs, and upwards of 20 schooners; among them are bark May Stetson, from New Orleans, waiting orders; schrs Ann, from New York for Baltimore; S Wilson, Geo J Weaver, and C L Scull. The steamers Josephine and Maria left early this morning for sea. Wind NE.

Yours, &c. AARON MARSHALL.

(Correspondence of The Press.)

READING, Aug. 31.

The following boats from the Union Canal passed into the Schuylkill Canal to-day, bound to Philadelphia, laden and consigned as follows:

Sarah Kohr, blooms to Bailey & Son; O B Weaver, lumber to Patterson & Lippincott; Julia, do to H Deyoher; Gen McClellan, do to Mr Jones; Wm & P Taylor, grain to captain.

Correspondence of The Press.

HAVRE DE GRACE, August 31.

The steamer Wyoming left here this morning with the following boats in tow:

J Reeves, old railroad iron to Phœnixville; May Queen, Cumberland coal to New York; Minnehaha, bark, slate, &c, to Poplar street wharf; U States, coal to Delaware City; Jas A Gracy, stove block to Wilmington; Jacob Cook, and Traveller, lumber to W S Taylor.

MEMORANDA.

Ship Westmoreland, Deoan, hence via New York, at Liverpool 8th ult.
Ship Wyoming, Burton, cleared at Liverpool 18th ult for this port, and was in river same day bound out.
Ship Dolphin, Humphrey, cleared at Boston 31st ult for Montevideo and Buenos Ayres.
Bark Percy (Br), Dunkin, hence for London, at Deal 18th ult.
Bark Washington Butcher, Collins, for this port, sailed from Gibraltar 4th ult.
Bark Frederic, Ingham, at Cardiff 17th ult from Havre.
Bark May Stetson, Allen, from New Orleans, via Delaware Breakwater, at New York 31st ultimo in ballast.
Bark Emblem, Baker, hence at Boston 29th ult.
Brig Emma, Baker, cleared at Boston 29th ult for this port.
Schrs Eugenie, Parker; S H Gibson, Bartlett; R Rose, Burgess; and Pavilion, Harper, hence at Boston 31st ult.
Schrs J R Bartlett, Rockhill, and Tradewind, Hill, hence at Portsmouth 28th ult.
Schrs R Vaux, Powell; S V W Simmons, Godfrey; and W H Dennis, Lake, sailed from Salem 30th ult for this port.
Schr Mary Mershon, Brightman, hence at Fall River 28th ult.
Schr North Pacific, Marty, sailed from Fall River 28th ult for Newport.
Schrs Lucy Hazeltine, Baxter, from Gloucester for this port, returned to Newport 28th ult.
Schr Joe Long, Pierson, hence for Newburyport, and J W Morse, Benton, from Taunton for this port, sailed from Newport 29th ult.

The monthly table of marine losses for the past month shows an aggregate of twenty-eight vessels. Of this number, three were seriously injured, twenty-four barks, two brigs, and twelve schooners. Of the above, two were captured and burned, one was captured (the Alabama), three were abandoned, and one burned. The total value of the property lost and destroyed is estimated at $1,500,300.

RAILROAD LINES.

1863. ARRANGEMENTS OF NEW YORK LINES. 1863.

THE CAMDEN AND AMBOY AND PHILADELPHIA AND WILMINGTON RAILROAD LINES, FROM PHILADELPHIA, NEW YORK AND BOSTON.

DEPOT FOR WEST SHORE AND KENSINGTON DEPOT, WILL LEAVE AS FOLLOWS—VIZ:

	PARE.
At 6 A. M., via Camden and Amboy, C. and A. Accommodation	2 00
At 6 A. M., via Camden and Jersey City, (N. J. Accommodation)	2 50
At 8 A. M., via Camden and Jersey City, Morning Mail	2 50
At 8 A. M., via Camden and Jersey City, 34 Class Ticket	2 00
At 11 A. M., via Kensington and Jersey City, Express	2 50
At 12 M., via Camden and Amboy, C. and A. Accommodation	2 00
At 2 P. M., via Camden and Amboy, C. and A. Express	2 50
At 3 P. M., via Kensington and Jersey City, Week-day and New York Express	2 50
At 6 P. M., via Kensington and Jersey City, Evening Mail	2 50
At 8 P. M., via Kensington and Jersey City, Southern Mail	2 50
At 12 (Night), via Kensington and Jersey City, Night Express	2 50
At 5 P. M., via Camden and Amboy, Accommodation. (Freight and Passenger)—Will take Ticket	2 00
Do. Do. Do. 24 Class	1 60

The 3.15 P. M. Evening Mail and 1.30 (Night) Southern Express Trains run daily for Baltimore and Washington.

For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, &c., at 7.30 A. M., from Kensington Depot, via Delaware, Lackawanna, and Western Railroad.

For Branch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7.10 A. M. from Kensington Depot, and at 3 P. M. from Market street Wharf. (The 7.10 A. M. line connects with the train leaving Easton for Branch Chunk at 3.20 P. M.)

For Doylestown, at 7 A. M., 2 P. M., and 5 P. M.

For Bethlehem, at 6 A. M. and 2 P. M.

WAY LINES.

For Bristol, Trenton, &c., at 7 and 11 A. M. and 5 P. M., from Kensington, and 2½ P. M. from Walnut-street Wharf.

For Holmesburg, Tacony, Wissonoming, Bridesburg, and Frankford, at 9 A. M., 2, 5, 6.45, and 8 P. M., from Kensington Depot.

For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3.30, 4½, and 6 P. M. The 3.30 and 4½ P. M. do not go beyond Burlington.

Steamboat Trenton, for Bordentown and intermediate stations, at 2½ P. M. from Walnut street wharf.

For New York and Way Lines leaving Kensington Depot, the cars on Fifth street connect with a short half an hour before departure. The cars run into the Depot, and after leaving Market street, the cars 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. The Camden and Amboy Company disclaim their responsibility for baggage to One Dollar per pound, and will not be liable for any amount exceeding $100, except by special contract.

June 29th, 1863. WM. H. GATZMER, Agent.

LINES FROM NEW YORK FOR PHILADELPHIA.

WILL LEAVE, FROM FOOT OF CORTLANDT STREET.

At 12 M., and 4 P. M., via Jersey City and Camden. At 7 A. M., 3 P. M., and 11½ P. M., via Jersey City and Kensington.

From Foot of Barclay street at 6 A. M. and 2½ P. M., via Amboy and Camden.

From Pier No. 1 North river, at 1 and 4 P. M. (freight and passenger) AMBOY MORNING LINE. Jal5-tf

1863. PENNSYLVANIA CENTRAL RAILROAD. 1863.

THE GREAT DOUBLE-TRACK SHORT ROUTE TO THE WEST, NORTHWEST, AND SOUTHWEST.

Equipments and facilities for the safe, speedy, and comfortable transportation of passengers unsurpassed by any route in the country.

Trains leave the Depot at Eleventh and Market streets, as follows:

Mail Train at	7.30 A. M.
Fast Line at	11.00 A. M.
Through Express at	12.30 P. M.
Pacific Express at	12.00 M.
Pittsburg Accommodation, No. 1	2.00 P. M.
Harrisburg Accommodation Train at	4.30 P. M.
Lancaster Train (from West Philadelphia)	5.00 P. M.
Parkesburg Train (from West Philadelphia)	5.00 P. M.

Through passengers by the Fast Line can breakfast for supper, where will be found excellent accommodations. Leaving Harrisburg at 2 P. M., connections are made either the Philadelphia or Baltimore Depots, at which makes connection at Pittsburg for all points beyond. The Fast Line is also afforded the best and most magnificent scenery.

The Pacific Express train runs daily—all the other trains daily, except Sunday.

FOR PITTSBURG AND THE WEST.

The Mail Train, leaving the Market Street Express connect at Pittsburg with through trains on all the diverging routes from that point, North, West, and South, the Mississippi and Missouri rivers, and Upper and Southwest to all points accessible by Railroad. Through Tickets to Cleveland, Detroit, Chicago, Cincinnati, Columbus, Indianapolis, St. Louis, Leavenworth, Kansas, Nashville, Louisville, Memphis, Cairo, Chicago, and all other principal points, and baggage checked through.

INDIANA BRANCH RAILROAD.

The Through Express Train, leaving at 12 P. M., connects at Blairsville Intersection, with a train on this road for Blairsville, Indiana, &c.

KITTANNING & CRESSON BRANCH RAILROAD.

The Through Express Train, leaving at 10.30 P. M., connects at Cresson, at 5.40 A. M., with a train on this road for Kittanning. A train also leaves Cresson for Kittanning at 10 A. M.

HOLLIDAYSBURG BRANCH RAILROAD.

The Mail Train, at 7.30 A. M., and Through Express, at 10.30 P. M., connect at Altoona with trains for Hollidaysburg at 7.15 P. M. and 5 A. M.

WILLIAMSPORT & ERIE BRANCH RAILROAD.

The Through Express Train, leaving at 10.30 P. M., connects at Tyrone with the Williamsport, Erie and Pittsburg, Erie and Bald Eagle Valley R. R. Forks Matilda, Milesburg, and Bellefonte.

LEWISBURG BRANCH FOR RAILROAD.

The Through Express Train, leaving at 10.30 P. M., connects at Lewisburg with a train for Hopewell at 4.22 A. M.

NORTHERN CENTRAL RAILWAY PHILADELPHIA & ERIE RAILROAD.

FOR SUNBURY, WILLIAMSPORT, LOCK HAVEN, ERIE, ELMIRA, ITHACA, AUBURN, AND INTERMEDIATE POINTS, leaving the Market Street Depot, at 7.30 A. M. and the Through Express, at 10.30 P. M., go directly through without change of cars to Baltimore, Harrisburg, Sunbury, and Elmira.

FOR YORK, HANOVER, AND GETTYSBURG, the trains leaving at 7.30 A. M. and 3.30 P. M. connect at Columbia with trains on the Northern Central R. R.

CUMBERLAND VALLEY RAILROAD.

The Mail Train, at 7.30 A. M., and Through Express, at 10.30 P. M., connect at Harrisburg with trains for Carlisle, Chambersburg, Hagerstown, &c.

WAYNESBURG BRANCH RAILROAD.

The trains leaving at 7.30 A. M. and 4.00 P. M. connect at Newburg with the 8 A. M. and 3 P. M. trains of the road for Waynesburg and all intermediate stations.

FOR WEST CHESTER.

Passengers for West Chester taking the trains leaving at 8.45 A. M. and 12.30 and 4.00 P. M. go directly through without change of cars at Kensington.

COMMUTATION TICKETS.

For 1, 3, 6, 9, or 12 months, at very low rates, for the accommodation of persons living out of town, or located on or near the line of the road.

COUPON TICKETS

For 25 trips, between any two points, at about two cents per mile. These tickets are intended for the use of families, and will be found the most easy and of great advantage to persons making occasional trips.

SCHOOL TICKETS

For 1 or 3 months, for the accommodation of scholars attending School in the city.

For further information apply at the Passenger Station, S. E. corner of ELEVENTH and MARKET Streets.

JAMES COWDEN, Ticket Agent.

WESTERN EMIGRATION.

Emigrant Accommodation Train leaves No. 127 Dock street daily (Sundays excepted), at 4 o'clock P. M., offering the cheapest reliable mode of travel to the West, at one-half the usual rates of fare. Particular attention is paid to the baggage, for which checks are given, and baggage forwarded by same train with the passenger.

For full information apply to

FRANCIS FUNK, Emigrant Agent, 127 Dock Street.

MANN'S BAGGAGE EXPRESS.

An agent of this reliable Express Company will pass through each train before reaching the depot, and take the baggage of passengers by the cars, at their residences. Baggage will be called for promptly when orders are left at the Passenger Depot, Eleventh and Market streets. The travelling public are assured that it is entirely responsible.

FREIGHTS.

By this route freights of all descriptions can be forwarded to and from any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by railroad direct, or by any port on the navigable rivers of the West, by steamers from Pittsburg.

The rates of freight to and from any point in the West, by the Pennsylvania Central Railroad, are, at all times, as favorable as are charged by other Railroad Companies. Merchants and shippers contracting the transportation of their freight to this Company can rely with confidence on its speedy delivery.

For freight contracts or shipping directions apply to or address the agents of the Company:

S. S. KINGSTON, Jr., Philadelphia.
D. A. STEWART, Pittsburg.
CLARKE & Co., Chicago.
LEECH & Co., No. 1 Astor House, or No. 1 South William street, New York.
LEECH & Co., No. 77 Washington street, Boston.
WM. BROWN, No. 80 North street, Baltimore, Agent Northern Central Railway.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS I. HOUPT,
General Ticket Agent, Philadelphia.
ENOCH LEWIS,
General Superintendent, Altoona, Pa.

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1863. PHILADELPHIA AND ERIE RAILROAD. 1863.

—This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on Lake Erie.

It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and under their auspices is being rapidly opened throughout its entire length.

It is now in use for Passenger and Freight business from Harrisburg to Driftwood, second fork, (177 miles) on the Eastern Division, and from Sheffield to Erie, (78 miles) on the Western Division.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Mail Train	Leave Westward!
Express Train	10.30 P. M.

Cars run through without change both ways on these trains between Philadelphia and Lock Haven, and between Baltimore and Lock Haven.

Regular Sleeping Cars on Express Trains both ways between Williamsport and Baltimore, and Williamsport and Philadelphia.

For information respecting Passenger business apply at the Southeast corner Eleventh and Market Streets.

And for Freight business of the Company's Agents:

S. S. KINGSTON, Jr., corner Thirteenth and Market streets, Philadelphia.
J. W. RETNOLDS, Erie.
J. M. DRILL, Agent N. C. R. R., Baltimore.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS I. HOUPT,
General Ticket Agent, Philadelphia.
JOS. D. POTTS,
General Manager, Williamsport.

SHERIFF'S SALES.

SHERIFF'S SALE.—BY VIRTUE OF a writ of Venditioni Exponas, to me directed, will be exposed to public sale or vendue, on MONDAY Evening, September 7, 1863, at 6 o'clock, at Sansom-street Hall.

No. 1. All that certain lot