LEGAL INTELLIGENCE.

United States Circuit Court—Judges Grier and Cadwalader.

THE JEFFERSONIAN NEWSPAPER CASE—OPINION ON THE MOTION TO REMIT THE CAUSE TO THE SUPREME COURT OF THE STATE.

William H. Hodgson vs. William Millward et al. This case has been removed into this court under the provisions of the fifth section of the act of 3d March, 1863 (12 Stat. at Large, 736.)

It is now moved to remit the record, on the allegation that the case is not within the provisions of that act. Although the certificate of the Judge who ordered the removal of the case may not be conclusive on this Court, if we should be of opinion that we cannot entertain jurisdiction of the parties or of the cause; yet it lies on the party who alleges that fact to make it clearly appear. We see no reason to doubt the correctness of the decision of the learned Judge who has certified this case, and fully concur in the opinion delivered by him.

The act of Congress already mentioned, which authorizes the removal of such cases to this court, is not alleged to be unconstitutional, nor that the party has not pursued the mode pointed out by the act in a case where there has not been a final judgment, and which, of course, was still "pending" in that court.

The order or warrant under which the defendants justify, purported to have been issued by virtue of authority derived from the President. This was "color" of authority, whether the substance existed or not. We do not think it necessary to give a definition of "color of authority" to suit all cases. For the purposes of this case, it is enough to say, that an officer acting in good faith under a warrant purporting to come from his superior, whom he is bound to obey, is acting under "*color of authority*," whether his superior transgresses his power, or the warrant be irregular or not. This is the question to be tried under proper pleadings and evidence before a jury.

If the State Court should assume to refuse to certify the case into this court, because, in their opinion, the superior officer had not authority, or the warrant was irregular and void, they would deny to the party the privilege conferred on him by the act, and treat its provisions with contempt.

This case was, therefore, properly certified into this court, and must be tried in the same manner as if brought here by appeal, or "*as if it had been brought in said court by original process.*" Motion denied.

District Court—Judge Sharswood.

Attmore vs. Ingram. An action to recover the value of a horse. Before reported. Verdict for plaintiff for $50.

Groves vs. Gilbert & Royal. An action under the sheriff's interpleader act to determine the ownership of certain personal property. On trial.

District Court—Judge Hare.

Albert Still vs. William G. Conrow and William Bowers. An action to recover for certain repairs done and materials furnished to a mill, of which Chase, alleged to beleng to defendants. On trial.

Court of Oyer and Terminer and Quarter Sessions—Judge Allison.

Mrs. Catharine Holyoke and Mrs. Susanna Phipps were on trial yesterday, on cross bills, charging assault and battery. From the evidence, it appeared that Mrs. Phipps saw her husband and Mrs. Holyoke walking along the streets together, and having been for some time convinced in her own mind that an improper intimacy existed between them, she charged Mrs. Holyoke with the offence in no very gentle terms. From words, the parties got to blows, and, after doing a considerable amount of women's finery, they entered prosecutions for assault and battery. The jury acquitted them both, but ordered each one to pay the costs of her prosecution.

Herbert Halfman was acquitted of a charge of embezzlement. He had taken several hundred pairs of coats to make up, for Mr. Lukens Cowperthwait, and in turn gave them out to girls. Some of the girls retained their work, and Mr. Halfman was unable to discover them, and informed Mr. Cowperthwait. He also made search, and failing to find either the pants or the girls, instituted this prosecution. The District Attorney abandoned the case, and the jury returned a verdict of not guilty.

THE POLICE.

(Before Mr. Alderman Beitler.)

Selling Liquor on Sunday.

John Higgins, a tavern-keeper, residing at No. 1922 Oxford street, was arraigned before Alderman Beitler yesterday, on complaint of Mr. William T. Foster, charging him with illegally selling Liquors on Sunday. He was committed, in default of $1,000 bail.

Intoxication and Assault and Battery.

An individual, named Charles Robinson, was arrested, yesterday afternoon, in a state of intoxication, on Sixth street, above Chestnut. He resisted the policeman, and another was called to assist, when, after much trouble, they succeeded in taking him to the Central Station, where he was arraigned before Alderman Beitler on the charge of intoxication and assault and battery on the officer. Robinson represented himself to be a captain in the U. S. service, but it was found out that such was not the case. The alderman fined him in $600 bail.

Assault and Battery.

A juvenile, named John Emmuck, one of the many boot blacks who inhabit our city, was taken before Alderman Beitler yesterday morning, on a charge of beating another lad, who was passing along Chestnut street, near Sixth, with a pet dog under his arm. Emmuck began to beat the dog, when the boy remonstrated with him, when he and several other of his friendly boot blacks beat him very badly, and without any provocation. The police succeeded in arresting Emmuck, but the others escaped. He was bound over in $800 bail.

Assault and Battery.

George Irvin was committed yesterday to await the result of his injuries to a feeble old gentleman eighty years of age, who was knocked down and run over by a wagon, which, as is alleged, was driven by the defendant. The affair occurred at Chestnut and Eleventh streets, on Sunday last. It was thought at first that the injuries which the old gentleman had received were slight; but within a few days they have developed into a character that his recovery is considered doubtful.

An Oversight.

The Chestnut Hill part of the police district seems to have been lost sight of entirely in regard to the location of station-houses. Since the location of the mammoth hospital near that romantic spot, the duties of the police have become quite onerous. Parties from the thickly settled portions of the city go there; sometimes they get drunk and quarrelsome, and the few police officers stationed there have unusual difficulties to overcome. There is no station house at Chestnut Hill, and, consequently, prisoners have to be taken to Germantown, a distance of four miles. The road is long and dark, and occupies several hours in removing prisoners to that distant station. There ought to be a station-house at Chestnut Hill. The number of officers should be doubled.

A Son of Quantrell.

The horse-thief who gave the name of Albert Hare has been safely lodged in the jail at Norristown, Montgomery county. He has pleaded guilty to the charges of stealing two horses. Albert, the young man has a history. He has served several years in prison, and on one occasion broke jail. He is a son of Dr. Haines, known as Quantrell, the chief of a Southwestern banditti, that recently massacred the men, women, and children of Lawrence, in Kansas, and then applied the torch to the houses.

PHILADELPHIA BOARD OF TRADE.
CHARLES WHEELER,
WILLIAM G. BOULTON, } COMMITTEE OF THE MONTH.
JAMES MILLIKEN.

LETTER BAGS

AT THE MERCHANTS' EXCHANGE, PHILADELPHIA.
Ship Sarah Sewall, Rowland, Calcutta, per Captain Ship Fairfie d, Paine, ... Melbourne, (Australia) soon
Bark Sea Eagle, Howes, ... Barbados, soon
Brig Victor, Davison, ... Barbados, soon
Schr Fannie, Vance, ... Havana, soon
Schr St Lawrence, Kinch ..... Fort Spain, soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Oct. 28, 1863.

SUN RISES.....6 45 | SUN SETS.....5 15
HIGH WATER.....6 45 | SUN SET.....5 38

ARRIVED

Brig Nahant, Drisco, 4 days from Somerset, in ballast to J E Bazley & Co.
Schr J Strogn, Lake, 5 days from Beaufort, in ballast to captain.
Schr J G Huntington, Lovell, 6 days from Albany, with barley to captain.
Schr Iowa, Bilyard, 1 day from Newport, Del, with flour to R M Lee.
Schr Cherlot, Tabbott, from Providence, in ballast to captain.
Schr Excelsior, Riley, from Boston, in ballast to captain.
Schr Woodruff Sims, Mason, from Boston, in ballast to captain.
Schr Eagle, Newell, from Boston, in ballast to captain
Schr Isle of Pines, French, from Newport, in ballast to captain.
Schr J W Hall, Cain, from Boston, in ballast to Bancroft, Lewis & Co.
Schr Fanny Keating, Hall, 10 days from Rockland, with stone to captain.
Schr Maggie Weaver, Weaver, from Boston.
Schr J E Stiles, Godfrey, from Boston
Schr E English, Somers, from Boston.
Schr S H Shipp, Robbins, from Boston.
Schr Eliza & Rebecca, Price, from Fort Monroe.
Schr J Clark, Scull, from Salem.
Steamer Bristol, Charles, 24 hours from N York, with mdse to W P Clyde.
Steamship Arago, Jones, 24 hours from New York, with mdse to W M Baird & Co.
Steamship John F Stone, Hitchen, 5 hours from Ledge Light; towed down here by Cormorant, for Pensacola, which went to sea Sunday morning, in company with the bark White Wing, for Galveston; off New Castle, saw a light bark coming up; bark Iddo, Kimball, from New York, was of Reedy Point, Monday night.

CLEARED.

Bark Alex McNeil, Somers, Port Royal, D S Stetson & Co.
Brig Geo Crump, Winchester, Matanzas, Madeira & Cadiz.
Brig Vesta, Bachus, Boston, J E Bazley & Co.
Brig Sea Lion, Witham, Boston, L Audenried & Co.
Schr Isle of Pines, French, Newport, do
Schr Amelia, Beebe, New Haven, do
Schr Lady Suffolk, Moody, Boston, do
Schr S Watson, Willsby, Port Royal, Workman & Co.
Schr J Clark, Scull, Port Royal, Tyler, Stone & Co.
Schr L Mulford, Avis, Port Royal, do
Schr Boston, Brower, Fort Monroe, do
Schr C H Heckscher, Gallagher, Washington, do
Schr Mary E Banks, Marts, Fort Monroe, do
Schr Mary Jane, Clarke, St John, N B, J E Bazley & Co.
Schr J Neilson, Burt, Taunton, C A Heckscher & Co.
Schr Althea, Godfrey, Boston, do
Schr S H Shipp, Robbins, Boston, do
Schr Mary Hall, Saugus, Bancroft, Lewis & Co.
Schr Mary Wootten, Larkins, Portland, E A Sonder & Co.
Schr Maggie Weaver, Weaver, Providence, Castner, Stickney & Wellington.
Schr E English, Somers, Boston, do
Schr Eliza & Rebecca, Price, Fort Monroe, Hammett, Van Dusen & Lochman.
Schr Mary Sandish, Atwood, Boston, Tyrells & Co.
Schr Sarah, Benson, New Bedford, Blakiston, Graff & Co.
Schr Hannah Grant, Short, Newburyport, Bancroft, Lewis & Co.
Schr A Sawyer, Bean, Salisbury, Hammett, Van Dusen & Lochman.
Schr Pioneer, Ingersoll, Salem, captain.
Schr Beulah, Hanson, Providence, Castner, Stickney & Wellington.
Schr J M Wheaton, Slover, Salem, C A Heckscher&Co.
Schr W Wallace, Scull, do do
Schr Chesapeake, Seaman, Washington, W P Ferguson
Schr Ruth Hatsey, Penny, New Haven, Milnes & Co.
Schr Messenger, Foxx, Portsmouth, Clayton & Co.
Ir Ellis Kimball, Tilton, Hilton Head, Bishop, Simons & Co.
Str E Willing, Dade, Baltimore, Groves, Jr.
Str Beverly, Pierce, New York, W P Clyde.

(Correspondence of The Press.)

READING, Oct 26

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

Serin, grain to Humphreys, Hoffman & Wright; America, bark to captain; Union, coal wood to Cha Peacock; Ivy, grain, light to captain; Escapade, iron ore to Geo Slatter & Son; H D Crawford, lumber to Trump & Son; S Hellman, do to Norcross & Shepley; Kindmekax, do to Jones & Sons; Anna Bell, do to John Jones.

(Correspondence of The Press.)

HAVRE DE GRACE, Oct 26.

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

A Cannon, ship timber to New York; H L & Wight, and P E Hoch, lumber to Jermon & Jones; Gen Pope, do to H Crosker; United States, do to H Cramp & Son; Warrior Ridge, and Franconia, coal to Chesapeake City; Sonave, Red, White and Blue, E McKissick, Forest Flower, Burton, Independence, and Jas B Henry, do to Delaware City; Border States, lime to Elkton. Also, 6 boats that were reported on Saturday.

MEMORANDA.

Steamship Norman, Baker, hence at Boston 26th inst.
Ship Wm Cummings, Handy, hence, arrived at San Francisco 26th inst—all well.
Ship Balmoral, Campbell, from San Francisco, at Glasgow 18th inst.
Ship Barrasskel, Waite, from Akyab, sailed from Falmouth 11th inst for London.
Bark C Brewer, Grant, sailed from Aspinwall 11th inst for this port.
Bark M S Trout, Nickerson, cleared at Matanzas 13th inst for this port.
Bark Rainbow, Robertson, cleared at Liverpool 10th inst for New York.
Bark Scandinavian, Friend, sailed from Aspinwall 12th inst for New York.
Brig Elmira, Norton, hence for Portland, at Edgartown 22d inst.
Brig N Stevens, Haskell, hence for Boston, at Newport 24th inst.
Schr Armenia, Cavalier, sailed from Bristol 24th inst for this port.
Schr Fairdealer, Cox, hence for Boston, at Edgartown 22d inst.
Schr Volta, Mull, hence at Greenport 24th.
Schr West Wind, Gilman, from Bangor for this port, at Newport 24th inst.
Schr W Brainard, Brainard, hence at Providence 23d inst.

RAILROAD LINES!

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	11.30 P. M.
Pittsburg Express at	10.30 P. M.
West Chester Accommodation, No. 1	8.45 A. M.
" " " No. 2	12.30 P. M.
Harrisburg Accommodation Train at	2.30 P. M.
Lancaster Train at	4.00 P. M.
Parkesburg Train (from West Philadelphia)	5.00 P. M.

Through passengers by the Fast Line, reach Altoona for supper, where will be found excellent accommodations for the night, at the Logan House, and may take either the Philadelphia or Baltimore Express, each of which makes connection at Pittsburg for all points. A daylight view is thus afforded of the entire line and its magnificent scenery.

The Through Express train runs daily—all the other trains daily, except Sundays.

FOR PITTSBURG AND THE WEST.

The Mail Train, Fast Line, and Through Express connect at Pittsburg with through trains on all the diverging roads from that point, North to the Lakes, West to the Mississippi and Missouri rivers, and South and Southwest by roads accessible by Steamers of the Ohio and its navigable rivers of the West, by steamers from Pittsburg.

The rates of freight to and from any point in the West, by this route, are always as low as by any other lines, as favorable as are charged by other Railroad Companies. Shippers and forwarders should insist on the adoption of their freight to this Company can rely with confidence on its speedy transit.

For freight or passage or shipping directions apply to or address the Agents of the Company:

S. B. RINGWALT, Jr., Philadelphia.
D. A. STEWART, Pittsburg.
CLARKE & CO., Chicago.
LEECH & CO., No. 1 Astor House, or No. 1 South William street, New York.
LEWIS & CO., No. 77 Washington street, Boston.
WM. BROWN, No. 30 North street, Baltimore. Agent Northern Central Railway.
H. H HOUSTON, General Freight Agent, Philadelphia.
LEWIS L. HOUPP, General Ticket Agent, Philadelphia.
JOHN J. CUMMINGS, General Superintendent, Altoona, Pa.
ja2-tf

1863. ARRANGEMENTS OF NEW YORK LINES. 1863.

THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, FROM PHILADELPHIA TO NEW YORK AND BOSTON.

FROM WALNUT STREET WHARF AND KENSINGTON DEPOT, WILL LEAVE AS FOLLOWS—VIZ:

	FARE.
At 6 A. M., via Camden and Amboy, C. and A. Accommodation	$2 25
At 6 A. M., via Camden and Jersey City, N. J. Accommodation	2 25
At 8 A. M., via Camden and Jersey City, Morning Mail	3 00
At 12 M., via Camden and Jersey City, 24 Class Ticket	2 25
At 3 P. M., via Kensington and Jersey City, Express	3 00
At 12 M., via Camden and Amboy, C. and A. Accommodation	2 25
At 2 P. M., via Camden and Amboy, C. and A. Express	3 00
At 3 P. M., via Kensington and Jersey City, Wash. and New York Express	3 00
At 6 P. M., via Kensington and Jersey City, Evening Mail	3 00
At 11½ P. M., via Kensington and Jersey City, Southern Mail	3 00
At 1¼ (Night), via Kensington and Jersey City, Southern Express	3 00
At 6 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger—1st Class Tickets—Do. do. 24 Class	2 25
The 6.30 P. M. Evening Mail and 1.30 (Night) Southern Express will run daily; all others Sundays excepted.

For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, &c., at 7 A. M. from Kensington Depot, via Delaware, Lackawanna, and Western Railroad.

For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7 A. M. from Kensington Depot, and 3.30 P. M. from Walnut street wharf. (The 7 A. M. line connects with the train leaving Easton for Mauch Chunk at 3.30 P. M.

For Mount Holly, Swansville, and Pemberton, at 6 A. M., 2 and 4.30 P. M.

For Freehold 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 Morrisburg, 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, Roebuck, Mansfield, Burlington, Mt. Holly, 3.30, 4½, and 6 P. M. The 3.30 and 4½ P. M. lines run direct through to Trenton.

Beach street wharf for Bordentown and intermediate stations, at 2½ P. M. from Walnut-street wharf.

Freight Depot, 216 Pine, for direct receiving and Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The cars run into the Depot, and do not interfere with the delivery of each train from the Depot.

Fifty Pounds of Baggage only allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.

WILLIAM H. GATEMER, Agent.

September 21 1863.

LINES FROM NEW YORK FOR PHILADELPHIA, BALTIMORE, WASHINGTON, AND THE WEST.

From foot of Barclay street at 6 A. M. and 2 P. M., via Amboy and Trenton.

From Pier No. 1, North river, at 1 and 5 P. M. (freight and passenger) Amboy and Camden. ja15-tf

1863. PHILADELPHIA AND ERIE RAILROAD. 1863.

THE 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 completed throughout its entire length.

It is now in use for Passenger and Freight business from Harrisburg to Emporium, 165 miles; and from Sheffield to Erie, (78 miles) on the Western Division.

TIME OF PASSENGER TRAINS AT PHILADELPHIA

	Leave Westward.
Mail Train	7.30 A. M.
Lancaster Accommodation	10.30 P. M.
Pittsburg Express	11.30 P. M.

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

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

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

For Freight business of the Company's Agents:

S. B. KINGSTON, Jr., corner Thirteenth and Market streets, Philadelphia.
JOHN CONDLE, Erie.
J. M. DRILL, Agent N. C. R. R., Baltimore.
H. HOUSTON, General Freight Agent, Philadelphia.
LEWIS L. HOUPP, General Ticket Agent, Philadelphia.
JOS. D. POTTS, General Manager, Williamsport.
mh6-tf

WEST CHESTER & PHILADELPHIA, VIA PENNSYLVANIA CENTRAL RAILROAD.

Passengers for West Chester leave the depôt, corner of Eleventh and Market streets, and go through WITHOUT CHANGE OF CARS.

FROM PHILADELPHIA.

Leave at 8.45 A. M.	Arrive West Chester	10.30 A. M.
" " 3.30 P. M.	" "	6.30 P. M.
" " 4.00 P. M.	" "	6.00 P. M.

FROM WEST CHESTER.

Leave at 6.20 A. M.	Arrive West Phila.	8.00 A. M.
" " 10.50 A. M.	" "	12.20 P. M.
" " 2.45 P. M.	" "	6.00 P. M.

Passengers for Western points from West Chester connect at the Intersection with the Mail Train, 8.45 A. M., the Morning Accommodation at 3.40 P. M., and the Lancaster Train at 5.20 P. M.

Freight delivered at the depôt, corner of Thirteenth and Market streets, previous to 12 M., will be forwarded by the Accommodation Train, and reach West Chester at 2.30 P. M.

For tickets and further information, apply to

JAMES COWDEN, Ticket Agent, ELEVENTH and MARKET Streets.

ja2-tf

NORTH PENNSYLVANIA RAILROAD—For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, HAZLETON, EASTON, WILKESBARRE, WILLIAMSPORT, &c.

SUMMER ARRANGEMENT.

Passenger Trains leave the new Depot, THIRD Street, above Thompson street, daily (Sundays excepted) as follows:

At 7 A. M. (Express) for Bethlehem, Allentown, Manch Chunk, Hazleton, Wilkesbarre, Easton, &c.
At 8.15 A. M. (Express) for Bethlehem, Easton, &c.
At 5.15 P. M. for Bethlehem, Allentown, Manch Chunk.
At 6 P. M. (Express) for Doylestown.

For Fort Washington at 10.35 A. M. and 6.30 P. M.

White cars of the Second and Third streets line City Passenger Railroad pass the new Depot.

TRAINS FOR PHILADELPHIA

Leave Bethlehem at 6.40 A. M., 9.30 A. M., and 6.07 P. M.
Leave Doylestown at 7.55 A. M. and 4 P. M.
Leave Fort Washington at 6.40 A. M. and 2 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 8 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 5 P. M.

ELLIS CLARK, Agent.

ap20

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WILLIAM H. GATEMER, Agent.

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LEWIS L. HOUPP, General Ticket Agent, Philadelphia.
JOS. D. POTTS, General Manager, Williamsport.
mh6-tf

QUICKEST ROUTE from Philadelphia to points in Northern and Western Pennsylvania, Western New York, &c., &c. Baggage checked through to Buffalo, Niagara Falls, or intermediate Points.

For further information apply to

JOHN S. HILLES, General Agent, THIRTEENTH and CALLOWHILL, and office of Howard's Express Company, 607 CHESTNUT St. ja31-tf

REOPENING OF THE BALTIMORE AND OHIO RAILROAD.—The road, being fully REPAIRED and effectually GUARDED, is now open for the transportation of passengers and freight to all points in the GREAT WEST. For through tickets and all other information, apply at the Company's Office, corner of BROAD Street and WASHINGTON Avenue.

S. M. FELTON, President P. W. and B. R. R. Co.

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, November 5, 1863, at 4 o'clock, at Sansom-street Hall.

All that certain lot of ground, with the brick beer vaults, stone brewery, and other buildings thereon erected, situate on the west side of Third first street, three hundred and eighteen feet northward from Thompson street, in the city of Philadelphia; containing in front fifty feet, and in depth two hundred feet. (Which said premises George Magee, Sheriff, by deed poll dated March 5, 1859, recorded in C. P. Deed Book Rush, No. 2, page 629, &c., conveyed unto Christian Schultzel in fee; subject to a yearly ground rent of sixty dollars.

(D. C. 516; S. T., '63. Debt, $1,220. Hayes.)

Taken in execution and to be sold as the property of Christian Schultzel. JOHN THOMPSON, Sheriff.

Philadelphia, Sheriff's Office, October 21, 1863. oc22-3t

SHERIFF'S SALE.—BY VIRTUE OF a writ of Levari Facias, to me directed, will be exposed to public sale or vendue, on MONDAY Evening, November 2, 1863, at 4 o'clock, at Sansom-street Hall.

All that certain tract or piece of land situate in the Twenty-sixth ward of the City of Philadelphia, formerly in the township of the Northern Liberties, beginning at a corner of the Old York road, at a road leading by land late of Mordecai Lewis, deceased, and land of John Steinmetz; thence extending along the said York road, northwestwardly one hundred and twenty feet four inches and six-tenths of a perch to a post; thence north nine degrees forty minutes east, one hundred and twenty-one feet one-tenth of a perch to a post; thence along other land, late of the aforesaid Mordecai Lewis, deceased, and other land of the said Jacob Steinmetz, seven perches and nine-tenths of a perch to a post; thence along other land late of the said Mordecai Lewis, deceased, south thirty-five degrees twelve minutes east, twenty-nine perches and twenty-five-hundredths parts of a perch to a post; thence south three degrees and a half degree east, twenty-four perches and seven-tenths of a perch to a post; thence south twenty-five degrees west, fourteen perches and two-tenths of a perch to a post in the line of the aforesaid road, leading by other land of the said Mordecai Lewis, deceased, and the said John Steinmetz's land; thence along the same road, south-eastwardly twenty-three feet one-tenth of a perch of beginning; containing thirty acres and thirty perches, more or less. (Being the same premises which John Draper and Sarah, his wife, Thomas Beans, and Howard Draper, by indenture, tripartite, bearing date the 29th day of June, A. D. 1854, recorded in Book T. H., No. 124, page 368, &c., for the consideration therein mentioned, part whereof is hereby secured, did grant and convey unto Jacob Steinmetz, in fee.)

There are erected on the above premises a two-story stone dwelling house, one two-story frame dwelling house, and stone barn, and a frame stable.

N. B.—Mordecai Jarden has parted with his interest in the property subject to the mortgage now sand on.

A plan of this property, divided into lots, can be seen at the Sheriff's Office. As some of the lots have been released from the mortgage, they are therefore excluded from this sale. The lots not to be sold are described on the plan as follows:

No. 1. The lot beginning at the northeasterly corner of the Old York road and a street sixteen feet wide laid out for a road or alley running along the northwestwardly side of said road, thence extending northwardly along the said alley or road, one hundred and sixty-three feet nine and one-eighth inches to the middle of Tioga street, as intended to be opened; thence eastwardly along the middle of said Tioga street one hundred and ninety-eight feet; thence southwardly in a line at right angles with said Tioga street, and parallel with Old York road, feet, to the Rising Sun or Frankford road; and thence southeastwardly along the same to said Old York road and place of beginning.

No. 2. Adjoining all the last lot bounded on the south by the middle of Tioga street, on the north by the middle of Venango street, on the east by the middle of Eleventh street, and on the west by the middle of Twelfth street, and containing in front on Tioga street, eighty-six feet six inches, and in depth along Corn street ninety feet, the rear end being sixty-seven feet six and three-quarter inches, and in depth along Eleventh street one hundred and fifty dollars.

No. 3. Adjoining all the last lot bounded on the south by the middle of Tioga street, on the north by the middle of Venango street, on the east by the middle of Twelfth street, and on the west by the middle of Thirteenth street, and containing in front on Tioga street, one feet eight and one-eighth inches east from Nineteenth street, in the city of Philadelphia; containing in front eighteen feet, and in depth seventy feet. (Which said premises James Laird, by deed dated November 24, 1852, recorded in Deed Book T. H., No. 65, page 296, &c., conveyed unto Emanuel G. Kromer, in fee.) Subject to a ground rent of $75, payable first of April and October.

(D. C., 541; S. '63. Debt, $2,028 87. Thorn.)

Taken in execution and to be sold as the property of Emanuel G. Kromer, (deceased) terre tenant.

JOHN THOMPSON, Sheriff.

Philadelphia, Sheriff's Office, October 21, 1863. oc22-3t

SHERIFF'S SALE.—BY VIRTUE OF a writ of Levari Facias, to me directed, will be exposed to public sale or vendue, on MONDAY Evening, November 2, 1863, at 4 o'clock, at Sansom-street Hall.

All that certain three-story brick messuage and lot of ground situate on the west side of Seventeenth street, sixty-five feet northward from Amboy street, in the city of Philadelphia; containing in front twenty feet, and in depth twenty-two feet. (Which said premises George Magee, Sheriff, by deed poll dated October 1, 1858, recorded in D. C. Deed Book R., No. 2, page 38, &c., conveyed unto Jeremiah Bonsall in fee.)

(D. C. 536; S., '63. Debt, $1,224.60. Simpson.)

Taken in execution and to be sold as the property of Jeremiah Bonsall. JOHN THOMPSON, Sheriff.

Philadelphia, Sheriff's Office, Oct. 21, 1863. oc22-3t

SHERIFF'S SALE.—BY VIRTUE OF a writ of Levari Facias, to me directed, will be exposed to public sale or vendue, on MONDAY Evening, November 2, 1863, at 4 o'clock, at Sansom-street Hall.

All that certain lot of ground situate on the south side of Wood street, fifty-six feet nine inches east from Eighteenth street, in the city of Philadelphia; containing in front one foot and a half degree east, twenty-four perches and seven-tenths of a perch to a post; thence south twenty-five degrees west, fourteen perches and two-tenths of a perch to a post in the line of the aforesaid road, leading by other land of the said Mordecai Lewis, deceased, and the said John Steinmetz's land; thence along the same road, south-eastwardly twenty-three feet one-tenth of a perch of beginning; containing thirty acres and thirty perches, more or less. (Being the same premises which John Draper and Sarah, his wife, Thomas Beans, and Howard Draper, by indenture, tripartite, bearing date the 29th day of June, A. D. 1854, recorded in Book T. H., No. 124, page 368, &c., for the consideration therein mentioned, part whereof is hereby secured, granted and conveyed unto Jacob Steinmetz, in fee.)

There are erected on the above premises a two-story stone dwelling house, one two-story frame dwelling house, and stone barn, and a frame stable.

N. B.—Mordecai Jarden has parted with his interest in the property subject to the mortgage now sand on.

A plan of this property, divided into lots, can be seen at the Sheriff's Office. As some of the lots have been released from the mortgage, they are therefore excluded from this sale. The lots not to be sold are described on the plan as follows:

No. 1. The lot beginning at the northeasterly corner of the Old York road and a street sixteen feet wide laid out for a road or alley running northwardly along the said road, thence extending northwardly along the said alley or road, one hundred and sixty-three feet nine and one-eighth inches to the middle of Tioga street, as intended to be opened; thence eastwardly along the middle of said Tioga street one hundred and ninety-eight feet; thence southwardly in a line at right angles with said Tioga street, and parallel with Old York road, feet, to the Rising Sun or Frankford road; and thence southeastwardly along the same to said Old York road and place of beginning.

No. 2. Adjoining all the last lot bounded on the south by the middle of Tioga street, on the north by the middle of Venango street, on the east by the middle of Eleventh street, and on the west by the middle of Twelfth street, and containing in front on Tioga street, eighty-six feet six inches, and in depth along Corn street ninety feet, the rear end being sixty-seven feet six and three-quarter inches, and in depth along Eleventh street one hundred and fifty dollars.

No. 3. Adjoining all the last lot bounded on the south by the middle of Tioga street, on the north by the middle of Venango street, on the east by the middle of Twelfth street, and on the west by the middle of Thirteenth street, and containing in front on Tioga street, one feet eight and one-eighth inches east from Nineteenth street, in the city of Philadelphia; containing in front eighteen feet, and in depth seventy feet. (Which said premises James Laird, by deed dated November 24, 1852, recorded in Deed Book T. H., No. 65, page 296, &c., conveyed unto Emanuel G. Kromer, in fee.) Subject to a ground rent of $75, payable first