THE CITY.

The Thermometer.

DECEMBER 21, 1862.			DECEMBER 21, 1863.		
6 A. M.	12 M.	3 P. M.	6 A. M.	12 M.	3 P. M.
11	20	24½	24½	32	34
WIND.			WIND.		
NW	NE	S by W	NW	N by W	NW

ARRIVAL OF WAR VESSELS.—The gunboat James Adger, Captain Patterson, arrived at this port yesterday morning, from the blockading squadron off Wilmington, N. C., where she has been doing active service for over a year. This vessel has succeeded in capturing quite a number of prizes, some of which contained valuable cargoes. She is a side-wheel steamer, and carries ten broadside, and two Parrott guns on deck, and is a tolerably fast sailer. On account of her long term of service she was ordered to this port for repairs, and also to give the officers and men a short respite from their arduous duties. There was nothing of importance going on when the Adger left. At times the blockade-runners would succeed in passing our vessels unperceived. This daring practice is carried on early in the morning, and also late in the evening.

The United States supply steamer Bermuda also arrived at a late hour on Sunday evening. This vessel is from the Western Gulf Blockading Squadron, and while on the way up stopped at Port Royal and Fortress Monroe. She left the latter place on Saturday night. She brings a few passengers, and also a number of captured rebels. Everything was quiet at Port Royal when the Bermuda left, and nothing of account was reported there from Charleston harbor.

The Bermuda left this port on the 5th of November last with stores, &c., for the Western Gulf Squadron, and "on the 14th of November, in the afternoon, left Pensacola for Mobile, and while inside the bay, sighted three schooners, apparently bound for Pascagoula; but seeing us, shifted their course. We steered immediately for the nearest, fired at her, which made her come to, when she proved to be the Venice, of New Orleans; found her papers all right and let her proceed. The second schooner, flying the American flag, was running from the Bermuda, with a little sloop in tow, which created suspicion that there was foul play on board, and she looked as if she had been captured by pirates. Capt. Smith gave chase for her, and fired five times at her before she would come to, she being a fast sailer, which tested the old Bermuda's speed. Coming close up to her she was hailed, and proved to be the Mary Campbell, of New Orleans, bound for Pensacola, for coal, on Government account. Sent an officer in charge of a boat to board her, when he found five rebels on board the schooner, who had taken her. They were sent on board; they acknowledged their being privateers, and were put in single irons as a confinement. The leader of the gang stated that he had received orders from Captain J. Duke, a notorious pirate, who had been paroled twice before, to capture the schooner, and, if loaded with Government stores, to run her into Mobile; if not, to destroy her; also to pirate on the third schooner, seen by the Bermuda close in shore, was taken by Captain J. Duke himself previously, and she was bound up the river, to escape the Yankee man-of-war. Before taking the Mary Campbell, the pirates had thrown their flag overboard, but it was picked up by one of our sailors in the boat, and displayed in the breeze to the eager spectators on board the receiving frigate. The captain of the schooner stated how it was that he vessel was taken, and then thanked Capt. Smith of the Bermuda for his timely help, because one hour later the pirates would have escaped on account of darkness coming on.

The Bermuda will take in another cargo of stores, &c., and also a mail, and sail again in a week or two.

The following is a list of her officers:

Acting Vol. Lieut. W. W. Smith, commanding.
J. H. Lee, acting master and ex-officer.
J. M. Richards, acting ensign.
E. R. Warren, acting ensign and sailing master.
H. C. Raymond, acting ensign.
J. B. Ackley, assistant surgeon.
T. McCauley Brower, acting assistant paymaster.
P. Brewster, acting first assistant engineer and chief.
H. L. Dunbar, acting master's mate.
Horace Brooks, acting master's mate.
E. Daly, acting master's mate.
W. G. Smith, mail agent.
J. Cadling, acting second assistant engineer.
W. Braidwood, acting second assistant engineer.
Thos. Lloyd, acting third assistant engineer.
J. M. King, acting third assistant engineer.
D. Morris, acting third assistant engineer.
Captain's Clerk—Robert Priest.
Paymaster's Clerks—F. S. Bird and H. B. Taylor.

BOARD OF SCHOOL CONTROLLERS.—A stated meeting of this Board was held yesterday afternoon.

The Committee on Accounts reported bills amounting to $16,893 02, which were ordered to be paid.

The Committee on Supplies submitted a report in reference to the delivery of coal in the First and Fourth sections. The report charges gross carelessness on the part of the weigher of the coal. Messrs. Wright & Eyre, who had contracted for furnishing the coal, are exonerated from all blame, and said to have been guided by "the highest principles of commercial honor." A resolution was attached to the report, directing the secretary to draw a warrant for the whole amount required to be delivered in those sections.

Mr. Fagan reiterated the statement made at the last meeting of the Board, that the amount of coal furnished to the Fourth section was 23 tons short of that contracted for. He did not wish to impugn the character of Messrs. Wright & Eyre, but the fact should be stated that there was not the full amount of coal furnished.

An amendment was offered that the warrants of Wright & Eyre be drawn by the secretary, deducting from the bill 23 tons, or $138 00.

Mr. Shippen favored the amendment, and said that an example should be made of those contractors who did not faithfully execute the terms of their contract. Coal had been furnished in his (Mr. Shippen's) section, which was so full of dirt and trash that it could scarcely command 50 cents per ton. If Messrs. Wright & Eyre feel themselves aggrieved, let them go into a court of justice. The frauds against the department had been shameful in years past, and it is high time they should be stopped.

Mr. Green thought likewise. If this bill should be passed it might be a charge against the Controllers had closed their eyes to a manifest wrong.

The amendment was agreed to—15 yeas and 8 nays, and the original motion as amended was then carried.

The report likewise reported that it was inexpedient to release Miller & Bros. from their contract. The report was adopted.

The Committee of Text Books submitted a report with the following resolutions attached:

Resolved, That the Board approve the system of object teaching, and hereby authorize its introduction into the *Primary* Schools of the city.

Resolved, That Wilson's series of School and Family Charts, in aid of Object Teaching, be introduced into the schools of the city.

Resolved, That the Board approve and hereby authorize the introduction of Gymnastics into the schools of the city, subject to the approval of the sectional boards.

Resolved, That Grobe's "Concordia" be introduced into the schools of the city, as nearly every school possesses such a book.

Resolved, That it is inexpedient to introduce Kerl's Elementary Grammar.

Resolved, That Brook's Mental Arithmetic, Primary Arithmetic, and Key, be introduced into the schools of the city.

The report of the committee was laid over for a month, under the rules.

The Committee on Boys' High School submitted a resolution requesting Councils to insert $135 in the annual appropriation bill, for a new desk in the room of the Professor of Drawing. Agreed to.

The Committee on Estimates reported that they had graduated the salaries of the teachers of the public schools. The aggregate of the increase is $27,470, and it is believed that the distribution of the above amount will be satisfactory to all concerned under the Board. The total average increase is 36 per cent. on salaries formerly received. The report was adopted. Adjourned.

THE VETERAN TWENTY-NINTH.—A telegraphic despatch was received yesterday that the 29th Regiment P. V. were detained at Jeffersonville and would not arrive in Philadelphia before Wednesday at about eleven o'clock. Hurried arrangements are being made to give the gallant boys who "fought above the clouds" a grand reception. They are entitled to something extra.

Chief Lyle yesterday ordered all the ambulances of the Fire Department to be in readiness for any of the regiment wounded, sick, or dead.

To make the display imposing and entirely creditable, delegations of the various fire companies might fall in line.

The National Circus Troupe, with their ten-horse chariot and full band, have signified a willingness to participate in doing honor to a veteran regiment, every one of which is a hero—brave, patriotic, and ready to renew their test of fidelity to the Union and its cause.

The 29th Regiment contains a number of Philadelphians; young men who sprung to arms early in the rebellion, who have fathered in no lukewarm and who deserve well of their country. There ought to be a grand civic as well as military ovation. The Union Leagues should be there in full strength. Societies, if possible, of various kinds ought to participate, the constituted authorities of the city should join in, the State House bell should be rung, and when the last and tribute of respect is to be paid to the fallen heroes their remains ought to remain at least twenty-four hours in Independence Hall.

The Cooper-Shop Volunteer Refreshment Committee, in conjunction with the managers of the Soldiers' Home, will prepare a collation for the returning braves, at the new home to be inaugurated this morning, at corner of Crown and Race streets.

THE JUNCTION RAILROAD AGAIN.—An adjourned meeting of the Board of Surveyors was held yesterday morning, for the purpose of considering the plans of the connecting railroad, a part of the Junction road. The committee to whom had been referred the plans and regulations of the road submitted a report upon the subject. The report says that it is a practical impossibility to locate a railroad across the northern part of Twenty-fourth, with gradients of .06 per hundred as a minimum northward, and 0.81 per hundred southward, as fixed by the ordinance, and conform the road in every other the regulations of the city. The following resolution was attached to the report:

Resolved, That it is not practicable to conform the grades of the connecting railroad, as submitted to this Board, to the general plan and regulation of the city, as now established.

An amendment "that the plans, as submitted by the Connecting Railroad Company, be not approved," was agreed to, and the resolution, as amended, passed.

New grades will therefore have to be selected by the railroad company, as the Board can not accept of grades which do not conform with the city grades. New plans will doubtless be at once submitted by the railroad company.

MILITARY FUNERAL.—The funeral of the gallant Captain Walter S. Newhall will take place, at 11 o'clock this morning, from his father's residence, Manheim street, Germantown. At the time of his death, he was on his way to General Pleasonton's headquarters to visit his brother, Captain Fred. Newhall, prior to a trip North. While attempting to cross a deep ditch or run, near Rappahannock station, his horse stuck fast, and as he was attempting to get off, he rolled over on him, and held him down till he was drowned. He was attended by an orderly, who was, however, unable to render him the necessary aid in time to save him. His body was immediately taken up to the headquarters of General Gregg, near Beaulston, and every effort was made to restore him, but without avail. Captain Newhall was an excellent citizen, as well as a military gentleman. Strong, robust, active, he was reputed to be the best cricketer in the United States. He was the one that made the match with the eleven of all England, and played and won a game in Canada. He was in all respects a perfect gentleman, a true patriot, and a brave soldier.

RECRUITS MUSTERED IN.—The number of recruits mustered into the United States service for the week ending December 19, was:

Mustered by United States mustering officer, for old regiments, 44 men; new regiments, 7 men; colored regiments, 84 men; enlisted and mustered in by provost marshals, for old regiments, 41 men; total, 176.

The above were credited as follows: Pennsylvania—1st district, 2; 2d, 1; 3d, 6; 4th, 2. New Jersey—1st district, 9; 2d, 1. Philadelphia—1st ward, 1; 5th 4; 6th, 3; 8th, 1; 9th, 1; 11th, 3; 12th, 1; 13th, 2; 14th, 1; 16th, 1; 19th, 2; 24th, 18; 25th, 1. New Jersey—Cumberland county, 3; Salem county, 38; Camden, 6; Burlington, 3; Monmouth, 5; Gloucester, 7; Warren, 3. Scranton county, Pennsylvania, 2; Easton! 1; South Easton, 3; Rushkill ward, Easton, 3; Lehigh ward, Easton, 3; Norristown, 25. Total, 176.

CONTRACTS AWARDED.—The following contracts were awarded yesterday at the Army Clothing and Equipage office:

Samuel B. Fry, Philadelphia, 100,000 yards ¾ blue flannel, at 78¾ cents, army standard.

A. T. Lane, Philadelphia, 75,000 yards ¾ blue flannel, at 83 cents, army standard.

Joseph F. Page, Philadelphia, 10,000 yards ¾ blue flannel, at 83 cents, army standard.

Stone, Bliss, & Co., New York, 15,000 yards ¾ blue flannel, at 80 cents, sample.

Josiah Colby, New York, 10,000 yards ¾ blue flannel, at 74 cents, sample.

Josiah Colby, New York, 50,000 yards ¾ blue flannel, at 84 cents, army standard.

OPENED.—The Northern Soup House, Fourth above Brown street, was opened yesterday for the giving out of soup to the poorer classes.

LIFE INSURANCE.—We invite attention to the following card of Thomas Hull, Esq., of this city, attorney for the estate of George C. Smith, Esq., late of Yorktown, Carbon county, Pa., who was so inhumanly murdered a few weeks since in his own house by the rioters:

MR. EDITOR: It gives me great pleasure to acknowledge the handsome and liberal manner in which the Manhattan Life Insurance Company, of New York, have paid, through their agent in this city, James B. Carr, No. 418 Walnut street, the policy of $5,000 on the life of Geo. K. Smith, who was recently murdered in Carbon county. The company have anticipated its payment, without deducting the interest they were entitled to for settling the claim before it matured under the policy.

Yours, respectfully, THOS. HULL,
Attorney for Mrs. S. F. Smith, widow of G. K. Smith, deceased.

NAVAL.—The gunboat "Kansas" was hauled out in the stream yesterday where she now lies at anchor. The Atlanta will have her guns placed on board to-day. Her officers have all been appointed. The Juniata will be thoroughly overhauled. The vessel has been an eyesore to the Government ever since she was built. It will be recollected that this same vessel made three or four unsuccessful attempts to leave this port, but finally got off, and now before a year hardly has elapsed, is back again.

ST. JOSEPH'S CHURCH.—On Christmas morning Professor Newland, of the choir attached to St. Joseph's Church, will produce his second Grand Mass with unusual attractions. The choir will be under the direction of Dr. Meignen, and an original *Te Deum*, composed, twenty-five years ago, by Professor N., will precede the Mass. The musical performance will add no little to the impressiveness of the Christmas service.

FUNERAL OF DR. MAY.—The funeral of Rev. Dr. May took place yesterday afternoon, from the Church of the Epiphany. There was a very large attendance of the friends of the deceased at the requiem service. The ceremonies were performed by Right Rev. Bishop Potter, assisted by Rev. Dr. Barr. Appropriate addresses were delivered by Bishops Potter and Meade, and Rev. Stephen H. Tyng, of New York.

DANGEROUS PLACE.—The place where Mr. B. McCormick met with an accident as stated in *The Press* yesterday, is very dangerous. The bridge is twenty feet above the level of Twenty-fourth street, and Chestnut street has been filled up to that height, but Twenty-fourth street has been left open, and persons or vehicles going over Chestnut street at night are liable to fall into the chasm. The place is exceedingly dangerous, and a fence or other protection should be put up at once.

MEDIATOR CHURCH FAIR.—The ladies of the Church of the Mediator are holding a Fair in the Assembly Buildings, Tenth and Chestnut streets. The object is to procure an organ for the church. It has been a decided success, but it must succeed or close on Wennesday night. Those desiring articles for Christmas or New Year's presents will find a choice collection at regular trade prices.

THE CITY TREASURY.—The receipts at the office of the City Treasurer amounted to $65,914.74, of which $6,786 13 was received from the Gas Department, and $63,878 61 for the taxes of '63. The sum of $988.11 was received from trust funds, and the payments on account of trusts, $4,668 64. The payments otherwise amounted to $10,124.71.

SUPPOSED FOUL PLAY.—William Crow, a boatsworn, belonging to Bristol, Pa., was taken on the Seventh district police station house, late on Sunday night. He was found with his head terribly gashed, on the sidewalk, near the Delaware street wharf. He said he had been beaten, but could give no particulars.

VESSELS AT THE BREAKWATER.—A number of vessels are now at the Breakwater, driven in by the recent bad weather. One of them is the schooner Montagne which left Baltimore for Falls river, and struck on the Hen and Chickens off Cape Henlopen, causing her to spring aleak. She will be sent to this city for repairs.

STILL ON FIRE.—The coal oil fire on Delaware avenue, burnt up furiously at 4 o'clock yesterday morning, and got beyond the power of the fire companies stationed there by order of Chief Lyle. An alarm was sounded and half the department put into motion.

SUPPOSED SUICIDE.—A man about thirty-five years of age, deliberately undressed himself, on Sunday evening, and plunged into the Delaware, near Poplar street wharf, and was drowned. His body was recovered. He wore a blue blouse, gray vest, and felt hat.

DEATH OF AN ESTIMABLE CITIZEN.—We feel pained to record the death of Lewis Wain, Esq., at his late residence, Tenth street, below Walnut, on Sunday morning. He was a member of the well known firm of Wain, Leaming, & Co., and was highly respected as a gentleman of honor and integrity.

ARMY HOSPITAL REPORT.—The following represents the aggregate of the weekly report of the army hospitals for the week ending December 19, 1863: Admitted, 99; discharged, 65; returned to duty, 108; deaths, 4; remaining, 6,496.

DEATH OF A SOLDIER.—The following death was reported at the Medical Director's office yesterday, from the Louisiana Hospital, Sixth and Filbert streets: C. Graff, private, Company B, 17th Missouri Regiment.

HOTEL AND TAVERN KEEPERS' MEETING.—A general meeting of the tavern and hotel keepers, on business of importance, will be held at Sansom-street Hall, at two o'clock this afternoon.

A LIVELY SCENE.—One thousand live turkeys were penned up at the Avenue Drove Yard yesterday. They were sold at rates ranging from fifty cents to one dollar per head.

THE POLICE.

[Before Mr. Alderman Beitler.]

Camden and Amboy Railroad Heavy Robberies—Arrests of Parties.

Thomas Higgins, living on Front street, below Mead alley, and Bridget Nevins, residing on Sarjiot's lane, below Front and Union streets, were arraigned at the Station yesterday afternoon on the charge of receiving stolen goods, the property of the Camden and Amboy Railroad Company. A series of robberies have been perpetrated for a long time, on the goods now in transit, and as all this was at the risk of the company, the amount of the property stolen had to be made up. Some ideas may be made of the immense magnitude of these nefarious operations, when we state that within the last year the company have had to pay the sum of twenty-six thousand dollars for missing property. It was only a few nights since that a bill for five hundred dollars was presented for goods lost between New York and Philadelphia.

Mr. William H Gaizmer, whose good name is familiar to the railroad world and the rest of mankind, was sadly imposed upon by acting with judicious caution, he has, through a system of well-arranged detective business, in which he was assisted by Mr. Joseph Somers, of the Delaware River Police Station, and Mr. George Hart, of the Eleventh-ward Police, succeeded in catching the thieves and recovering a considerable quantity of the goods. Somers took the matter in hand about six weeks since, and finally came to the conclusion that the robberies complained of were perpetrated on the river Delaware. The following incidents happened which, perhaps, gave a clue to the perpetrators:

The ferry boat which plies between Walnut-street wharf and Camden, and Kaighn's avenue wharf, arrived one night not long since at the usual hour, in charge of a man employed to transship the goods observed a large box marked, "light and fragile," the weight of which was only nominally avail. "That box is marked light goods, but there is a deuce-of-a-mighty light."

This box was set aside, and subsequently examined. It was found filled with empty paper boxes. Each of these boxes, thirty-six in number, contained a soft felt hat, fine quality, when they were first shipped. The packing-box had been opened between Camden and Kaighn's avenue wharf, but the hats were all there yet unknown.

Officer Hart, whose powers of endurance are very remarkable, was finally brought into requisition. He secreted himself at times on board the boats from New York, and watched the operations of the men. Every one of the crew on board the boat, excepting the pilot and the captain, was ascertained to be in the plot. On one occasion Mr. Hart was in a cramped position, in his place of concealment, for hours, and was unable to get anything to eat or drink. He had a few view of the thieving operations. The crew had a small "jimmy" and other burglarious implements, and they seemed very expert in using them. It was only the work of a moment to crack open a box. The contents were passed below decks, the box thrown into the firerooom, and there committed to the furnace, where it was speedily reduced to ashes. Thus all traces of matters on the wave lost forever. On one occasion a basket of champagne was taken from the box, the bottles passed below decks, the basket and straw thrown into the furnace room, and it was speedily made to contribute in raising steam.

The crew, in cracking the bottles, seem to relish the wine with peculiar gusto. All this mysterious disappearance in full view of the secreted officer, who solemnly says that he never fell so dry in his life as he did at this time.

Up another night, Mr. Hart counted as many bales of wool. The fleece was taken out the end, placed into corks, and the bales, which had been stolen, stowed on deck, out of sight, and removed whenever a favorable opportunity should offer. To stow away a bale of cotton, box of tea, or any other handy article, was simply the work of a moment. Thus the busy thieves purloined articles from time to time, which afterwards cost the Company by whomever they were employed many thousands of dollars, and besides this interrupting business and annoying responsible men.

It is scarcely worth while to enumerate the articles which have been recovered. The thieves took everything they could lay their hands upon. The enumeration of the articles occupy a number of closely-written pages of foolscap. Army Blankets, Navy Blankets, Men's clothing, drawers, hats, scarfs, preserves, jellies, pickles, liquor, wines, gloves, boots, shoes, and hundreds of other things, were taken by the crew, mean enough to rob their employers. Mr. Hart reported all he had seen, and the evidence being thus sure, three of the crew were arrested on Thursday last. One or two, we believe, escaped the clutches of the officers, supposing at the time that the two receivers were arrested. Thomas Higgins drives an express wagon. He is a brother-in-law to one of the crew. Some of the stolen goods were traced to his house. The place was searched, and it was made to yield a good assortment of goods sufficient in quality to stock a clever-sized store.

The Camden and Amboy Company, and indeed we may say other companies, have suffered to a very great extent by such villainous transactions. Articles of merchandise have been thrown from the cars at certain points, and carried away by accomplices. This system of robbery was carried on for a considerable length of time, notwithstanding the vigilance of conductors and others especially employed to watch. It was finally broken up by the accidental arrest of one or two of the parties by Justice Strafford, of New Jersey.

Two chests of assorted goods were removed a few nights since, to the house of Bridget Nevins. The officers proceeded to this place and recovered them. Thomas and Bridget were committed in default of $1,200 bail each to answer at the next term of the court the charge of receiving stolen goods. The three individuals already in the hands of the principals in the robberies will have a final hearing on Thursday.

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LEGAL INTELLIGENCE.

United States District Court—Judge Cadwalader.

SENTENCE OF A LETTER CARRIER FOR STEALING LETTERS.

Samuel Young, who pleaded guilty some days ago, on three bills of indictment, charging him with stealing letters, was sentenced on Saturday, by Judge Cadwalader, to an imprisonment of ten years and three months in the Eastern Penitentiary.

Supreme Court at Nisi Prius—Justice Strong

ACTION AGAINST THE SECOND AND THIRD-STREETS PASSENGER RAILWAY COMPANY.

Joseph Powers, by his father and next friend, James Powers, v. The Second and Third-streets Passenger Railway Co. This was an action to recover damages for injuries sustained by the plaintiff by reason of the alleged negligence of the defendant. From the evidence, it appeared that the plaintiff, on the 19th of August last, took passage in one of the cars of the company on his way home from his work at the navy yard. When the car reached Oxford and America streets, where the tracks cross each other, the 6 30 train from the North Pennsylvania Railroad depot was heard approaching. The driver of the car, instead of stopping, endeavored to cross in front of the train, and when on the crossing, the cowcatcher of the locomotive caught and overturned the car, throwing it on one side. The plaintiff was picked up insensible and carried to his home, where it was found that he had received severe injury. He was confined to the house for some three or four weeks, and has never since been able to resume his work. The family physician testified that the injuries appear to be in the neighborhood of the spine, and they of such a character as to inapacitate him from the further pursuit of his employment at the present, and probably forever. The plaintiff was engaged at J. F. Morris & Co.'s, as an apprentice, and has not served his time out. Several others of the passengers in the car were badly injured, one lady having lost her arm by the accident. The witnesses for the plaintiff, most of whom were passengers on the car, testified that they heard the pinning of the locomotive bell at some distance from the crossing, and that the driver had plenty of time to stop the car before the accident occurred. Others testified that they heard no bell ringing. It was also in evidence that the driver was a green hand, and appeared to be entirely incompetent to attend to the management of the horses; that he stated he was a green hand; and that was his first day. The engineer of the North Pennsylvania Railroad testified that the grade of America street, from Jefferson to Oxford, is a down grade, and the train, when the passenger car was first discovered, was three-fourths of the way down the street toward Oxford. The driver, he observed, had held up the horses, and he witnessed holding the car would stop, as all others do, paid no further attention to the train. He thought that he was in a position to cross the track a head of the train. The witness immediately reversed the engine and whistled down the brakes; but it was too late, and the car was struck, with the result already detailed. The defence set up was that the accident was occasioned by the negligence of the North Pennsylvania Railroad Company; that the 6.30 train was being driven along at an imprudent speed for the locality, and that the accident was unavoidable by any prudence on the part of the defendants. It was alleged that the train was going at the rate of fifteen miles an hour, and that no warning was given of its approach, no flag-man or signal-man being stationed at the crossing. The conductor of the car testified that when he first saw the engine it was only about one-fourth of the way from Jefferson street, (the street below Oxford,) and he deemed he had plenty of time to clear it, and would have done so but for the high rate of speed of the train. The case is on trial, the defence not having concluded their testimony at the adjournment of the court yesterday afternoon. F. C. Brewster, Esq., for plaintiffs; Geo. W. Thorn, Esq., for defendants.

FINANCIAL AND COMMERCIAL.

THE MONEY MARKET.

PHILADELPHIA, Dec. 21, 1863.

Gold was a little weak at one time to-day, in consequence of favorable rumors from Knoxville, and declined to 162¾. The feeling did not last long, for the market stiffened up and was active at the former price, 162¾@162⅞. The money market presents an easier aspect, and the principal operations are made at 6 per cent. Government securities remain firm and unchanged in prices.

The stock market was dull, without much change in prices. The year is drawing to a close, and many desire to settle up their books, and see the new year in with a clear page. There is not much disposition to invest at present. Reading declined to 50⅞; Catawissa Preferred closed at 32¾; Camden and Amboy sold at 165; Pennsylvania at 70; Little Schuylkill at 52; North Pennsylvania fell off to 25¾; Lehigh Valley sold at 59¾ was bid for Long Island; 36 for Elmira; 80¾ for Philadelphia and Erie; Lehigh Navigation was in demand and rose to 49⅝; Spruce and Pine declined ¼; Second and Third sold at 84¾; 21 was bid for Ridge avenue; 16 for Lombard and South; 45 for Green and Coates; 107 for Seventh-street Traverse; 60 for 1858 sixes. City and State loans were steady. Elmira sevens were sold at 108¾; Camden and Amboy, 1889, at 108; 1870 at 108; Union Canal sixes rose to 77½; Susquehanna sold at 63¾; 86 bid for 1882s Schuylkill Navigation sixes; Pennsylvania and Reading coupons were steady; Schuylkill Navigation preferred sold at 38¾, 17¾ bid for the common; Wyoming Valley sold at 75; Penn Mining rose to 7; Big Mountain to 5⅞; Commercial Bank sold at 63¾; Corn Exchange at 37. The market closed steady.

Drexel & Co. quote:

United States Bonds, 1881	109½@110
" " Five Twenties	98½@99
" " Old Certificates of Indebt'ss	102½@102¾
" " 7-30 Notes	106⅜@107¾
Quartermasters' Vouchers	97⅞@98
Orders for Certificates of Indebtedness	¾@¾
Gold	153 @162¾
Sterling Exchange	166¾@167¾

Messrs. M. Schulze & Co., No. 16 South Third street, quote foreign exchange for the steamer Canada, from Boston, as follows:

London, 60 days' sight	165¾@166¾
Do. 3 days	168¾@168¾
Paris, 60 days' sight	5.20 @5.18¾
Do. 3 days	5.15 @5.13¾
Antwerp, 60 days' sight	5.20 @5.18¾
Bremen, 60 days' sight	78 @78¼
Hamburg, 60 days' sight	37 @37½
Cologne, 60 days' sight	111 @ 111
Leipsic, 60 days' sight	111 @ 111
Berlin, 60 days' sight	111 @ 111
Amsterdam, 60 days' sight	41½@ 41¾
Frankfort, 60 days' sight	42¼@ 42½

WEEKLY STATEMENT OF BANKS

From the Philadelphia Clearing House—Average Condition of the Banks in Philadelphia, for the week preceding Monday, December 21, 1863:

Banks.	Capital.	Loans.	Specie.	U. S. & P. Bonds.	Due to Banks.	Deposits.	Circulat'n.
Penn'a	$450,000	$1,000,000	$100,000	$100,000	$100,000	$1,000,000	$400,000
Phila.	2,000,000	6,000,000	1,000,000	1,000,000	1,000,000	6,000,000	1,000,000
Mechanics'	200,000	1,000,000	100,000	100,000	100,000	1,000,000	100,000
Southwark	300,000	1,000,000	100,000	100,000	100,000	1,000,000	100,000
Kensington	200,000	400,000	100,000	100,000	100,000	400,000	100,000
Penn Township	100,000	300,000	100,000	100,000	100,000	300,000	100,000
Western	100,000	500,000	100,000	100,000	100,000	500,000	100,000
Commerce	1,000,000	2,000,000	500,000	500,000	500,000	2,000,000	500,000
Broadway	200,000	500,000	100,000	100,000	100,000	500,000	100,000
Philadelphia	300,000	1,000,000	100,000	100,000	100,000	1,000,000	100,000
Girard	300,000	1,000,000	100,000	100,000	100,000	1,000,000	100,000
Total	5,250,000	15,300,000	2,500,000	2,500,000	2,500,000	15,300,000	2,500,000
Week before last	5,250,000	15,300,000	2,500,000	2,500,000	2,500,000	15,300,000	2,500,000
Week 1861	4,712,350	16,000,000	2,500,000	2,500,000	2,500,000	16,000,000	2,500,000

PHILADELPHIA BOARD OF TRADE.

THOMAS KIMBER, Jr. } COMMITTEE OF THE MONTH.
ISRAEL MORRIS. }
JOSEPH C. GRUBB. }

LETTER BAGS

AT THE MERCHANTS' EXCHANGE, PHILADELPHIA.

To be certified by the United States District Attorney.

Ship Philadelphia (Br), Poole.....Liverpool, soon
Ship The Craigs, Baker.....Liverpool, soon
Bark Mecca, Crowell.....Port Jackson, soon
Bark White Wing, Brooks.....Laguayra, Dec. 24.
Brig Mario Louise (swed), Almeida.....Havana, soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Dec. 21, 1863

SUN RISES.....7 28 | SUN SETS.....4 34
HIGH WATER.....12 26

ARRIVED.

U S supply steamer Bermuda, Lieutenant Smith commanding, arrived at the Navy Yard this morning, from Port Royal, Dec 5, in ballast, via Fort Monroe, 19th instant

U S gunboat James Adger, Parrott, from Fort Monroe 15th inst. The J. A. comes to this port for repairs and brings 9 passengers and 15 prisoners.

Schr Ocean Wave, 86 tons, Wm Lewis, Lewes, with lumber to capin.

Schr Wm Penn, Crowell, 7 days from Port Royal, in ballast to Baker & Folsom

Schr Son of Malta, Love, 3 days from Round Top, Md, with manure to E K Neff

Schr Carolina, Datts, 3 days from Round Top, Md, with manure to E K Neff

Schr Telegraph, Morris, 1 day from Smyrna, Del, with grain to James L Bewley & Co.

Schr Benjamin Franklin, from Odessa, Del, with corn to James L Bewley & Co.

Schr Hunter Morrin, Hollingsworth, 1 day from little Creek Landing, Del, with corn to Jas L Bewley & Co.

Steamer Alida, Lenny, 26 hours from New York, to W P Clyde.

CLEARED.

Bark Zenas Coffin, Pierce, Montevideo, J E Bazley & Co.

Bark Isaac R Davis, Powers, Pensacola, Workman & Co.

Brig J F Wetherill, Thompson, Boston, Twells & Co.

Brig S B Crosby, Crosby, Pensacola, E A Sonder & Co.

Schr G W Carpenter Hatch, Boston, E A Sonder & Co.

Schr Joseph Keen, Thomas, A S Outerbridge.

Schr C M Neal, Godfrey, Portress Monroe, Tyler & Co.

Schr Mary Ann, Dunlap, Alexandria, Tyler & Co.

Steamer R Willing, Dale, Baltimore, W M Baird & Jr.

Steamer Leader, Callahan, Alexandria, Thos Webster.

Steamer Beverly, Pierce, New York, W P Clyde.

MEMORANDA.

Ship Tranquillo, Goodwin, cleared at New Orleans 10th inst for this port.

Ships Ocean Pearl, Miller, and Undaunted, Tay, from New York for San Francisco, were repairing at Rio Janeiro 3 ult.

Steamer Star of Morning Star, Corrieny, at New York 20th inst, from New Orleans 13th, via Havana 16th inst.

Passed out of the river, bound up, steamships Geo Washington, Karnak, and McClellan; ships Old Dominion, Shoji, John A Albert, and Annetta (Br); barks Mustang, Pioneer, Ida, Brig Rival; and schrs Rebecca Caldwell, and several vessels under sail

Steamship Corsica (Br), Le Messurier, from New York via Nassau, at Havana 14th inst.

Steamship De Molay, Sampson, at New Orleans 10th inst from Boston.

Steamship Ariel, Clark, Wilson, cleared at New Orleans 10th instant, for New York.

Steamship Bienlisippi, Talbot, at New Orleans, 12th inst, from Havana.

Steamship Recla, (Br), McCauley, from Liverpool, Dec 7, and