

FALL'S CHURCH, VIRGINIA.

This church, so long the advanced post of our army at Washington, and which has been the scene of several picked skirmishes, was built over 150 years ago, in 1709—and rebuilt, as an inscription on the wall informs us, by the late "Lord" Fairfax, whose son, the present "Lord" Fairfax, is supposed to be serving in the rebel army. The title of Lord, we may observe, is still given to the representative of the family. The inscription on the old church reads as follows:

"Henry Fairfax, an accomplished gentleman, an upright magistrate, a sincere Christian, died in command of the Fairfax Volunteers at Saltillo, Mexico, 1847. But for his munificence this church might still have been a ruin." Service was held in the old church some weeks since, by the Rev. Dr. Mines, Chaplain of the Second Maine Regiment; most of the Union troops in the neighborhood being present. For our sketch we are indebted to *Harper's Weekly*.



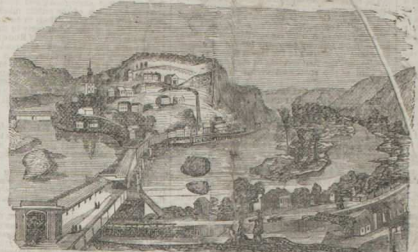
HOUSE OF DETENTION IN WASHINGTON  
FOR WOMEN UNDER ARREST FOR TREASON.

The house which the Federal authorities have assigned for the females, whose active complicity with the rebels has compelled the Government to place them under restraint, is pleasantly situated at the corner of K and 16th streets, Washington. It was the residence of Mrs. Greenhow, but it is now her prison, since she is considered as one of the most malignant of secessionists. In addition to its once fair hostess, there are Mrs. Phillips, whose husband is the gentleman alluded to by Mr. Russell of the London Times, as sorting letters in the Washington City Post Office to send to his secession friends—her

daughters, Fanny and Caroline, Mrs. Hotel, widow of the late Captain Hotel of the U. S. A., Mrs. Hossler, and two others whose names are not given. With his usual gallantry, Mr. Lincoln has merely deprived them of their visitors, correspondence, and all access to their friends. We have no reason for believing the report that they have been deprived of their looking glasses. The extent to which females have been used by the rebels is almost incredible—indeed, it would seem as though the Southern conspirators had sought to degrade the sanctity of the sex by converting them into spies, intrigantes and traitors.

PHILADELPHIA, FRIDAY, APRIL 19, 1861.

A VIEW OF HARPER'S FERRY, VIRGINIA.



As the numerous rumors and statements relative to attacks contemplated upon the Government property at Harper's Ferry have made that point an object of peculiar anxiety and interest to the people of the United States, the following sketch, compiled from authentic sources, will be found interesting.

Situated on a narrow tongue of land, directly at the confluence of the Shenandoah and Potomac rivers, and embedded as it were in mountain scenery, which in grandeur and beauty has no equal in this country, is the little village of Harper's Ferry.

It is situated on the Baltimore and Ohio rail road, about 100 miles north of Richmond, 81 miles from Baltimore, and 33 miles northwest of Washington. The northern terminus of the Winchester and Potomac Railroad is at this point, and the Ohio and Chesapeake Canal passes along on the opposite side of the river. For many years after its original settlement, it was known as Shem-adoah Falls, but subsequently took its present name from a ferry established across the Potomac river. The river is also spanned by a stupendous

bridge, nearly nine hundred feet in length, and situated at the western end.

The village, without regard to regularity, is completely built around the base of a hill, and within its limits a large amount of business is transacted each year. It contains four or five churches, several manufacturing and flouring mills, and an armory belonging to the United States Government.

In this armory about two hundred and fifty persons, men and boys, are constantly employed, and among other articles produced are about ten thousand muskets annually.

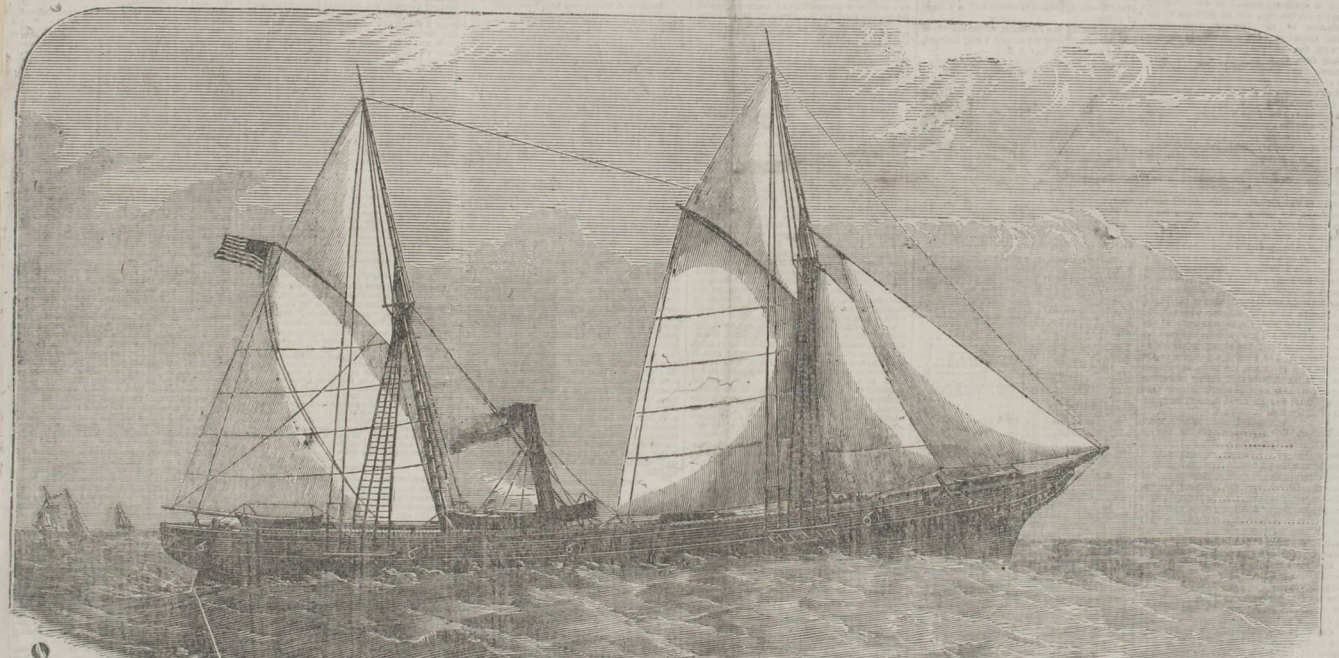
The United States Arsenal is also located at Harper's Ferry, and within its walls are usually from 50,000 to 100,000 stand of arms. In the hands of the secessionists, such an immense number of effective weapons would be a formidable addition to their armament, and it is to prevent this that the Government contemplate establishing a strong garrison there.

This place has already obtained quite a reputation from being the scene of the John Brown raid in October, 1859, and from present appearances we have reason to believe that its reputation will be still more extended.

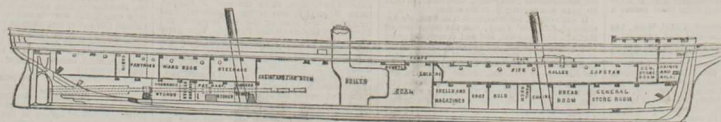
ESTABLISHED 1829.

PHILADELPHIA, WEDNESDAY, NOVEMBER 6, 1861.

PRICE TWO CENTS.



THE NEW GUN BOATS.



We present our readers, this morning, with a view of one of our new gun boats in full trim, with all sails set. These vessels have been termed gun-boats because of their light draft, they are built for the purpose of running into shallow waters, and harassing the enemy on the coast. Notwithstanding their light draft, these boats are really ships of war in strength, capacity and armament. The bill authorizing the construction of these boats—twenty three in number—was passed last Spring, and early in June the Navy Department had invited proposals for building them. The hulls and machinery were designed by the chief of the Naval Construction and Engineering Department of the Navy, and the specifications were all prepared at the Navy Bureau for the contractors. To obtain an efficient navy, the vessels must be constructed with special adaptation for the duties they are intended to perform. This was the ruling idea which governed these in authority to plan and propose the building of these vessels. A very large number of proposals was received for constructing them, and considerable delay was experienced before the contracts were made, but at last they were given out and distributed among twenty-three builders—one to each—scattered from Maine to Maryland.

There is but little variation in any of these vessels, except in the matter of outline model. All are about the same size, and of the following

general dimensions:—165 feet on deck; 158 feet on the lead line; 28 feet extreme beam; depth 11 feet; capacity 500 tons. They are rigged as screw-and-sail schooners, but steam is the power to be mostly depended upon. The model is beautiful; but the builders really did not know the shape of the vessel upon which they were engaged until completed, as each was modelled entirely from patterns—the working drawings and specifications having been furnished from the Navy Department at Washington. The forward orlop or under deck is for crew and store rooms; the hold for magazines, &c. The after orlop deck is divided into cabin, officers' rooms, washroom, &c. The engines and machinery are below the water line amidships of the vessel. The gun-deck is placed upon sills guns, but will not carry this number, as

she would draw too much water when loaded. Besides the broadside 32-pounders, each of the gun boats will carry an 18-pounder pivot gun fore and aft. With such an armament, these twenty-three gun-boats will form an effective fleet in themselves—carrying about three hundred guns in all. The engines placed in these vessels are known as back action marine engines, their peculiar construction enabling their builder to put them in a very small space, occupying as they do but 11 by 15 feet in the hold. The cylinders, two in number, are 20 inches in diameter, 15 inches stroke, and calculated to make one hundred revolutions per minute. Each vessel has two patent boiler boilers that occupy a space of 12 by 11 feet, leaving room on each side for coal bunkers.

The screw propellers are of brass, 9 feet in diameter, and weigh 2000 pounds each. The engines are about 400 horse power, and it is calculated the vessel will make from ten to twelve miles per hour. The following is a list of the gun-boats of the above description already launched:—  
Pawnee... New York... J. A. Worcester.  
Ottawa... New York... J. A. Worcester.  
Cassius... New York... J. A. Worcester.  
Hudson... New York... J. A. Worcester.  
Hudson... New York... J. A. Worcester.  
Hudson... New York... J. A. Worcester.  
Hudson... New York... J. A. Worcester.  
Hudson... New York... J. A. Worcester.  
Hudson... New York... J. A. Worcester.  
Hudson... New York... J. A. Worcester.

Marblehead, Newburyport, &c. W. Jackson, Jr. Talbot... Wilmington, Del. W. & A. Tinsley. Florida... Baltimore... J. J. Alabama. Kalamazoo... New Haven... E. U. W. H. Greenwood. The following of the same description, or ready to be launched:—  
Huron... New York... J. A. Worcester.  
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Huron... New York... J. A. Worcester.

HANLEY & Son, at Chester, will soon be completed, steam having been applied to her machinery on Saturday. HANLEY & Son were only fourteen days in placing the boiler and machinery on board. The engines are said to be fine specimens of mechanical skill. It is asserted by those competent to judge, that the Philadelphia built boats will surpass all others in strength, speed and durability, and we advise those of our readers who feel an interest in naval architecture, to visit the Navy Yard, where one of these beautiful vessels may be seen. A large number of steamers have been bought by the Government, and all are into gun-boats, but they are not war vessels, and could not be depended upon in close action as could the gun-boats described. Seven half-proof gun-boats for the Western rivers have been constructed, at a cost of \$225,000—four at Cincinnati, near St. Louis, and three at New York City, near New Orleans. Each boat mounts 16 heavy guns, and does not draw more than six feet of water. An iron clad gun-boat is on the stocks at the yard of C. H. BROWN, Myrtle, Conn. Her dimensions are—Length over all, 200 feet; extreme breadth, 36 feet; depth of hold, 12 feet; 1000 tons register; draught of water, about 11 feet. The frame is entirely solid, and the thickness, before the iron plates are put on, is 30 inches.