

Christmas in the City.

Christmas Eve came upon us as it should have come. The clear, shrill wind blew around the corners in lively blasts, staggering for a moment the passer-by, who muffled himself more closely as he hurried on. The stars came gloriously out of the bright blue sky, filling all the constellations in their eternally set order. Orion blazed, and the north star glittered with its intense, tremulous radiance, and all the lesser stars gleamed, each in its differing glory. The hard, firm earth rung beneath the heel, and from ten thousand windows gleamed merry lights. The homes we pass by thousands, as we come down to Third street, rang with musical voices, and between the festoons of many a warmly colored parlor curtain could be seen joyous domestic groups consulting and arranging for the coming festival. The children were difficult to put to bed that evening, for the sugar-plum visions, the overflowing stockings, the twinkling-eyed St. Nicholas, with his soot-covered furs, effectually routed sleep, and kept every little youthful heart beating a tune of quick anticipation.

Eighth street and Chestnut street were, as from time honored custom they have ever been, the especial scenes of high revelry, noisy merriment, joyous masking and mummery. Perhaps a trifle too Democratic, but one can pardon a little grotesque excess in our serious streets, when for a single evening,

"Sport that wrinkled care derides,
And laughter holding both his sides,"

Usurp the customary care-worn rush along the pavements and at the counters of the stores. Even last year Eighth street refused to be defrauded of its high holiday by the panic, and now when loose change was comparatively plenty, why should it refuse the cap and bells, the false faces, the penny trumpets, the fantastical coats and hats, which indicate the ebullience of jollity among our people. We never miss seeing Eighth street on Christmas Eve, and we never hear merrier laughter or see more fun than it affords. Bands of boys, noisy and shouting, crowd along the side walk, and every now and then making an inroad into a fancy store, with loud laughter and uncouth sounds. Groups of gay girls, in search of Christmas presents; throngs of matrons who have thrown aside household cares, while filling their baskets with toys for the children and enjoying the flying fun; middle-aged citizens who remember the Christmas follies of their youth—all are here; while the crowded street resounds with the gayest, gladdest sounds, and the stars look down between the houses with as merry a twinkle as the brightest eye, and the floods of light from the shop windows show the glad turbulence which fills the thoroughfare. We need not seek the Roman Corso for a carnival, so long as Eighth and Chestnut streets give us such sights and scenes on Christmas Eve.

Christmas day dawned brightly, and the streets were an epitome of holiday. The Churches of many denominations were thronged with worshippers, and it will be seen by our report that the Noon Day Prayer Meeting was especially crowded in honor of the day. It was also signalized by a proposal to inaugurate a series of sermons like those now preached in the theatres in New York, to crowded congregations, who attend no other place of worship. Such a benevolent idea was well worthy of the genial Christmas tide. The places of amusements literally overflowed during the day and evening. We dropped in at several of them, and found every seat occupied, with thousands standing. The passenger railroad cars were crowded all day long, and the stores in which Christmas goods were for sale, had not the slightest reason to complain of hard times.

This is a pleasant exhibit, one which pleases us to make to our readers, for it shows that the tone of society, financial, commercial, and social is coming up, and that next spring will see the whole country afloat on a buoyant tide of prosperity. There was not a Christmas dinner enjoyed, not a gift presented, not a charity to the poor indulged in, but helped to show us our prosperity and induced a more genial and hopeful view of the good in store for us in the future.

May 9, 58.

The Steam Fire Engine Young America.—The owners of the "Young America," having handed her over, in trust, to the members of the Diligent Fire Company, they have sent her to Messrs. Merriek & Sons' machine shop, where she will be placed in working condition.

WEYMER & BROTHERS

DEALERS IN
WARM AIR
FURNACES
STOVES
RANGES &c
METALLIC
WATER



SE. COR. OF
COATES &
11TH STS
PHILADA

ROOFING,
COOLERS.

— Dec. 28. 58 —

[For the Philadelphia Daily News.]

Omnibuses of Philadelphia for 1858.

At the close of the year 1858, the number of omnibus lines in Philadelphia was thirty-one, (31) and the number of coaches two hundred and thirty-nine, (239) of which number twelve were four horse coaches, distributed over the following routes, viz:

Whitson, Crawford & Buchanan's old Chestnut Street Line—From Exchange via Third, Chestnut, Sixteenth, and Callowhill streets, to Fairmount. Fare, three cents. Number of coaches, fifteen.

Whitson, Crawford & Buchanan's West Philadelphia Line—From Exchange via Third, Chestnut, Twenty-second, Market, Thirty-fourth, Chestnut, Thirty-ninth and Market streets to Fortieth street, Twenty-fourth Ward. Fare, three cents. Number of coaches, twenty.

Whitson, Crawford & Buchanan's Mantuaville Line—From Exchange via Third, Chestnut, Twenty-second, Market streets, Lancaster avenue, Twenty-fourth and Bridge streets, to Drove Yards, Twenty-fourth Ward. Fare, three cents. Number of coaches, fifteen.

Whitson, Crawford & Buchanan's Woodland Cemetery Line—From Thirty-ninth and Chestnut streets via Thirty-ninth street and Darby road, to Woodland Cemetery, Twenty-fourth Ward. One coach.

D. T. Moore & Co.'s Coates Street Line—From Exchange via Third and Coates streets, to Fairmount. Fare, five cents. Number of coaches, sixteen.

D. T. Moore & Co.'s North Twelfth Street Line—From Exchange via Third, Chestnut, Twelfth, Green, Twenty-fifth and Coates streets to Fairmount. Fare, five cents. Number of coaches, thirteen.

D. T. Moore & Co.'s Green Street Line—From Exchange via Third, Green, Twenty-fifth and Coates streets to Fairmount. Fare, five cents. Number of coaches, nine.

Benner & Dowling's New York and Baltimore Railroad Line—To and from the New York and Baltimore Railroad Depots to the Hotels. Number of coaches, twelve.

Benner & Dowling's Broad Street Line—From Exchange via Third, Chestnut and Broad streets to the Baltimore Railroad Depot, (Broad and Prime streets.) Fare five cents. Number of coaches, nine.

Jacob Peters' North Thirteenth Street Line—From Exchange via Third, Chestnut, Thirteenth, Coates streets and Ridge avenue to Girard College. Fare, five cents. Number of coaches, nine.

Jacob Peters' Laurel Hill Line—From Broad and Coates streets (hourly) via Ridge avenue to Laurel Hill Cemetery and Falls of Schuylkill. Fare, 10 cents. One coach.

John Crawford's Roxborough Line—From Fifth and Market streets, (daily, Sundays excepted, at 3 o'clock P. M.) via Fifth, Arch, Ninth streets and Ridge avenue to Roxborough and Barron Hill. Fare, twenty cents. Number of coaches, three.

John Crawford's Roxborough Railroad Line—From Wissahickon Station (Norristown Railroad) via Ridge avenue to Roxborough, (Twenty-first Ward.) Fare, five cents. Number of coaches, two.

Dougherty & Powers' Arch Street Line—From Exchange via Third, Arch, Eighteenth, Vine, Twenty-third and Callowhill streets to Fairmount. Fare, three cents. Number of coaches, twenty.

Jacob Rorer's Frankford Line—From Second and Arch streets via Second street, Franklin avenue and Frankford road to Frankford. Fare, six and a quarter cents, (ten cents on Sundays.) Number of coaches, seventeen.

Michael Lawn's Walnut Street Line—From Exchange via Third, Walnut and Twentieth streets, to Lombard and Twentieth streets. Fare, three cents. Number of coaches, sixteen.

Henry J. Smith's North Eighth Street Line—From Exchange via Third, Chestnut, Eighth, Green, Ninth, Wallace, and Eighth streets, to Poplar street and Germantown and Norristown Railroad Depots. Fare, three cents. Number of coaches, fifteen.

Thompson, Adare & Co.'s North Ninth Street and Ridge Avenue Line—From Exchange via Third, Chestnut, Ninth streets, and Ridge avenue to Girard College. Fare, five cents. Number of coaches, eleven.

Joseph Glenat's North Fourth Street Line—From Exchange via Third, Chestnut, Fourth, Master streets, and Frankford road to Trenton Depot. Fare, five cents. Number of coaches, six.

James E. Coosser's Germantown Line—From Exchange via Walnut, Fourth, Arch, Third streets, and Germantown avenue to Nicetown, Rising Sun and Germantown. Fare, fifteen cents. Number of coaches, six.

Andrew Morrow & Co.'s South Street Line—From U. S. Naval Asylum and U. S. Arsenal, (First Ward,) via Gray's Ferry road, South and Front streets to Navy Yard. Fare, five cents. Number of coaches, six.

E. W. Jones' South Ninth Street Line—From Exchange via Third, Chestnut, Ninth streets, and Passunk road to County Prison. Fare, five cents. Number of coaches, five.

Woolery & Brother's, Railroad Line—To and from the New York and Pennsylvania Central Railroad Depots to the Hotels. Number of coaches, three.

John Towers' Roxborough Railroad Line—From Wissahickon Station, (Norristown Railroad,) via Ridge avenue to Roxborough, (Twenty-first Ward.) Fare, five cents. Number of coaches, two.

Wm. G. Shearn's Laurel Hill Line—From Broad and Coates streets, (hourly,) via Ridge avenue to Laurel Hill Cemetery and Falls of Schuylkill. Fare, ten cents. One coach.

Wm. Hamilton's Mount Moriah Cemetery Line—From Thirteenth and Ridge avenue, (daily, Sundays excepted, at 3 o'clock, P. M.) to Mount Moriah Cemetery. One coach.

G. Brickman's Frankford Line—From Second street, above Arch, to Frankford, Bustleton, Somerton and Feasterville. One coach.

Wm. Kimple's Bustleton Line—From Second, above Arch street, to Bustleton and Somerton. One coach.

Bruner, McCrea & Co.'s Germantown Railroad Line—To and from the Germantown Railroad Depot, (Twenty-second Ward,) to Franklinville and Olney. One coach.

Wm. H. & G. W. Bush's Railroad Line—To and from the Railroad Depot to the Merchants' House, Bald Eagle and Black Bear Hotels, North Third street. One coach.

J. B. Jones' Railroad Line—To and from the Railroad Depots to the National Hotel, Race, above Third street. One coach.

The number of new coaches built for this city during the year 1858, was three, all from the manufactory of Messrs. Johnson & Adare, Broad street, Philadelphia.

The following lines have been withdrawn during the past year, viz:

Joseph Glenat's North and South Second Street; G. Deschamp's North Third Street; Robert Lee's South Third Street; S. A. Vansiver's Second Street; H. J. Smith's North Sixth Street; Wm. Leaf & Co.'s North Fifth Street; E. Owenshine's South Fifth Street; Jacob Peters' North Tenth and Eleventh Streets; Benner & Dowling's South Tenth Street; Wm. Hamilton's U. S. Arsenal; Whitson & Skillman's Pine Street; John Murphy's Spruce Street; Whitson, Crawford & Buchanan's Market Street, Hestonville, Mount Moriah Cemetery and Haddington; Morris Davis' Vine Street; J. C. O'Connor's Darby; Wm. Ayres' Frankford, and J. Palmer's Darby Lines.

Two new lines have been started during the year, viz:

One from Wissahickon Station, (Norristown Railroad,) via Ridge avenue to Roxborough, (Twenty-first Ward,) under the proprietorship of John Crawford; and one from the U. S. Arsenal, (First Ward,) via Gray's Ferry Road, South and Front Streets to the Navy Yard, under the proprietorship of Messrs. Andrew Morrow & Co.

The route of the Walnut Street Line, which formerly ran to Logan Square via Nineteenth street, has been altered and now runs via Walnut and Twentieth streets to Lombard street. The routes of the Laurel Hill Lines have been extended from Girard College, via Ridge avenue to Broad and Coates streets.

A large number of the coaches, formerly belonging to the lines withdrawn, are still in the hands of the Railroad Companies and various omnibus proprietors, distributed as follows, viz:—Second and Third Streets Railroad Company, 68 coaches; West Philadelphia Railway Company, 14 coaches; Gray's Ferry Railroad Company, 15 coaches; Fifth and Sixth Streets Railroad Company, 10 coaches; Citizens' Railway Company, 12 coaches; Jacob Peters, 12 coaches; Whitson, Crawford & Buchanan, 8 coaches.

Coaches are run by the Passenger Railroad Companies in connection with the cars, as follows, viz:—By the Citizens' Railway Company, from Tenth and Poplar streets to Ridge avenue and Poplar street. By the West Philadelphia Railway Company, from Darby road and Market street to Woodland Cemetery. By the Second and Third Streets Railroad Company, from Richmond street and Reading Railroad to Allegheny avenue. By the Gray's Ferry Railroad Company, from Twenty-third and South streets to U. S. Naval Asylum and Arsenal.

Philadelphia, January 4th, 1859.

Dec. 17-58

Steam Fire Engine.—The Vigilant Engine Company, located in the Sixth Ward, have contracted with I. P. Morris & Co., of Kensington, for a new steam fire engine, of first class power, to weigh about 6000 pounds, which is expected to be completed by the latter part of February. It will be drawn by two horses.