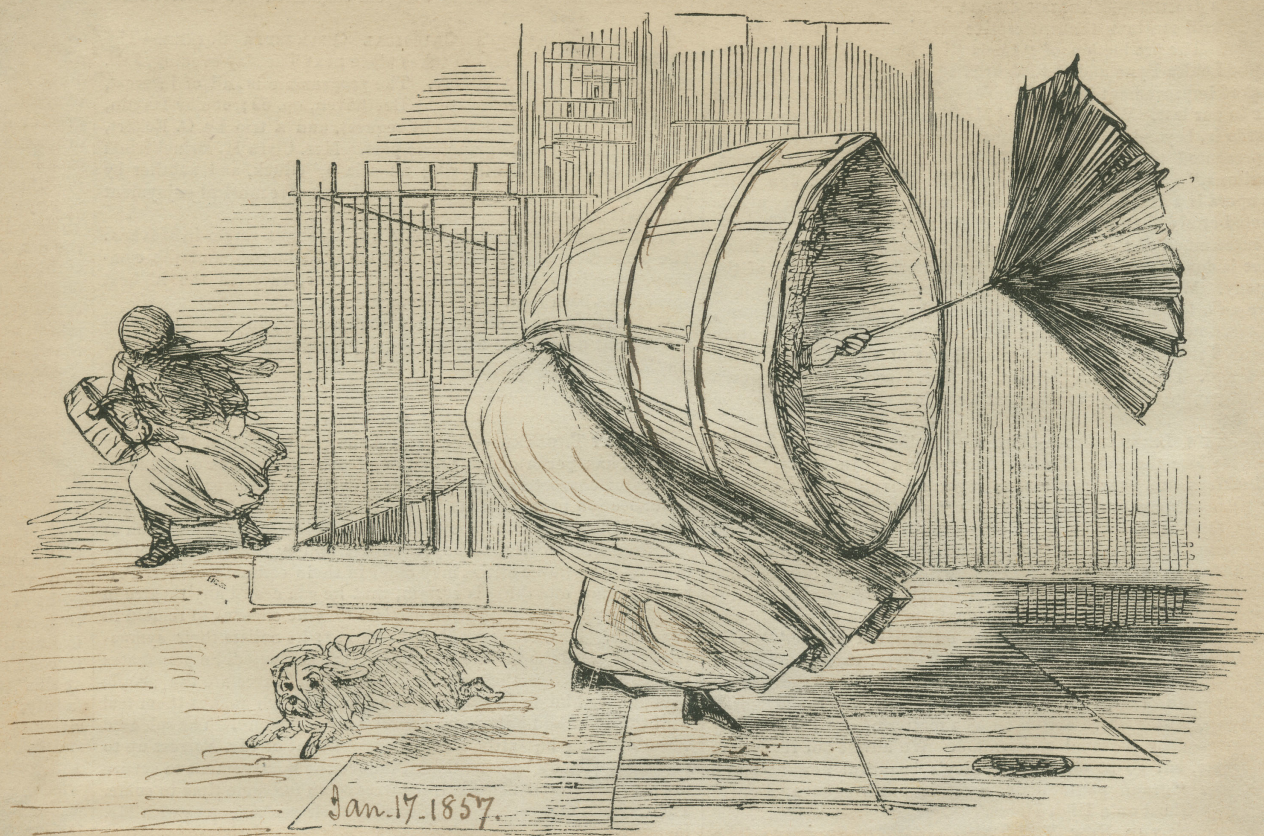




A SKETCH DURING THE RECENT GALE.

The Antiquities of Germantown.

A correspondent of the *Germantown Telegraph* furnishes the following interesting particulars of the antiquities of that rapidly improving portion of the consolidated city:

"The town itself is as old as Philadelphia, and was originally settled by Germans—most of whom were of Friends' religion. They made their first division of property in seventeen acre lots, each extending back to the two township lines, on either side of the present Main avenue. That street mostly followed the line of the great Indian path, through numerous laurel bushes. At an early period they planted peach trees along the street—afterwards locusts and catalpas; and they had highly embellished flower gardens.

"The first flour mill in the county, was at the same mill, now Roberts', out the Church lane. On Rittenhouse creek was the first paper mill; and the flour mill, still on the bank of the Wissahickon, belonging to Nicholas Rittenhouse, was built there by carrying all the stones of the walls on wheelbarrows. The creek itself had many good fish, and much of feathered game. It was a very retired place.

"The first houses—all built of stone—were very low and small; and it is only within a few years that they have been generally coated over with white mortar. The house now opposite to the Church lane, was the summer residence of General Washington, and before of General Sir William Howe. The present bank house was the residence of Thomas Jefferson. The farm house of Shoemaker, down in the meadow, north of Shoemaker's lane, was the place where William Penn was entertained and preached. It was taken down only a few years ago. The cluster of small houses on Main street, the second below Armat street, is now probably the oldest in the place, and having in its junction a primitive log-house, which had originally formed a prison.

"At the hill where Samuel Keyser dwells, was the severest of the street fighting in the battle of Germantown. There Gen. Agnew and Col. Bird, of the British army, were mortally wounded. Their grave and stone is in the lower burying ground, at Fisher's lane. At the upper burying ground, next to Duval's place, is a grave-stone inscribed to several officers and men killed on the American side. At the Lutheran ground, at Franklinville, is the grave and stone of Major Witherspoon, aid to Gen. Nash, who also got mortally wounded at that place. The present Price street was a field on which there was much fighting and many killed. On the declining slope of the field, where the Idiot Asylum now is, was a place of fighting and capture and recapture. At Chew's house seventeen persons were buried in one pit at the foot of a cherry tree, North-west from the house."

Movements of Emigrants.—The record kept at the office of the Pennsylvania Railroad Company, in Dock street, of the number of emigrants sent West over that road, exhibits the following interesting facts:—During the year 1855, ending December 31st, 20,217 emigrants were sent over the Pennsylvania Railroad; of this number, 11,049 arrived from foreign ports, in this city, and 9168 came on from New York, preferring this route to those leading from New York. Of the entire number, 10,772 were ticketed to points west of Pittsburgh, four-fifths of which went to Chicago, St. Paul's, and other points in the interior; 11,003 were deposited in Pittsburgh, or at points this side of that place. During 1854, there were but 6357 emigrants sent west of Pittsburgh, out of 23,948 passing over the road, while in 1855, 10,772, out of 20,217, sought homes beyond this point; thus showing that the class emigrating in 1855 were possessed of more means than those of previous years. This is also exhibited in the fact that the extra baggage paid for during 1855 amounted to 824,570 pounds, while in 1854 there were but 799,774 pounds registered, notwithstanding the fact that nearly 4000 more emigrants passed over the road in 1854 than in 1855.

Emigration.—The number of persons who arrived at this port from abroad during the past year was as follows:—

	Males.	Females.	Total.
England and Wales,	1478	1392	2890
Ireland,	1597	1797	3374
Scotland,	62	69	131
France,	9	7	16
Germany,	229	176	125
Italy,	176	37	213
South America,	21	7	28
Canada,	3	5	8
West Indies,	54	44	98
Holland,	3	3	6
United States,	251	115	366
Spain,	4	2	6
Denmark,	6	2	8
Turkey,	1	0	1
Belgium,	1	0	1
Portugal,	4	0	4

Whole number, 7601

Of this number 359 were farmers; 643 mechanics; 171 miners; 37 mariners; 122 merchants; 74 manufacturers; 1459 laborers; 686 servants, all females; 17 sempstresses and milliners; 114 other occupations; and 3958, or more than half, of no occupation. Over 3000 of this number were females. The majority of the laborers and those of no occupation come from Ireland; and the females and mechanics from England, Wales, and Germany.

The Snow Storm.—The snow fell on Saturday afternoon and during the night in good earnest. The cold was intense—the thermometer being several degrees below the freezing point—and the snow was dashed about by the wind at a furious rate. In many places the streets were completely blocked up by snow several feet in height, and all the trains arriving and departing were delayed several hours by the snow and ice upon the tracks. The Schuylkill is closed for some distance below the Gray's ferry bridge. The Delaware, up about

Burlington, has been closed for a week, and we learn that wagons were driven across it some days since. We should not be surprised if the Delaware is closed opposite the city by to-day, unless the weather moderates, or the ice-boat does its work more than usually well. If it were not that the stopping of navigation would deprive a number of the means of earning a subsistence, we could almost wish that the Delaware would remain closed for a brief period, that one of those old fashioned scenes of thousands moving upon it, could be witnessed. When the cold weather was allowed to do its work without the interference of a third party, and to have its way until the warm sun of spring relieved the river of its fetters, the old and young found their way thither, some to skate, others to slide, and still more than either, mere spectators; then the ox would be roasted, the flowing cup freely emptied, and day after day the most exciting scenes would be witnessed.

LEAGUE ISLAND AS A DEPOT.—We notice with pleasure, that "The Pennsylvania Life Insurance Company" have offered to present to the "Pennsylvania Railroad Company," a lot or space of ground on League Island, sufficient for the erection of an extensive depot, and all the necessary buildings to be connected therewith. This is a noble proposition, and one that cannot but receive due and kindly consideration at the hands of the Railroad Company. In this connexion we may state, that there are now lying opposite League Island, and at the foot of Broad street, no less than four vessels, namely, two steamers, a barque, and a brig—which are unable to pass up to the city in consequence of ice. A depot, therefore, at the point named, would obviate all the difficulty, and enable these vessels to discharge their cargoes, and with little or no inconvenience, to reload and proceed on new voyages. In severe winters, the great point of obstruction is the Horse Shoe, and this, be it remembered, is above League Island. We may add that the distance from the Gas Works, on the Schuylkill, where it is proposed that the railroad shall pass, to League Island, is much shorter than to any other point on the Delaware. This would seem to be conclusive of the whole argument.