PROTEST Against the Attempt New Making to Remove the Ratiroud Freight Tracks

from Erond Street. To the Editor of The Evening Talegraph: -

There has recently appeared in our daily papers a very elaborate rehearsal of reasons for the removal of the railroad tracks from Broad street. With a great show of mirness, it nevertheless entirely overlooks two very erominent reasons for the continuonce of said tracks in Broad street. It is the design of this protest to show what these reasons are, and that any conclusions deduced from premises which sgnore their existence must be victous and unsound. The first reason for the continuance of said tracks on Broad street is

THE IMMENSE AMOUNT OF TRAFFIC CONDUCTED OVER THEM.

In proof of the value and amount of this traffic, we submit the following statement. It has been carefully prepared, and is believed to be substantially correct. It recites the number of loaded cars passed by var.ous railroad companies over the said tracks during November and December, 1865, and January, 1806:-

From Pennsylvania Railroad to points on Broad Street Railroad.
3,150 Eight-wheel Freight Cars, loaded with 2,243 Fight-wheel Freight Cars, loaded with

merchandise, weighing..... From Leading Railroad to points on Broad Street Lailroad, 2.252 Fight-wheel Freight Cars, loaded with

merchanelse, weighter. 18,615
12,667 Four-wacel Gers, loaded with coal, 68,235
From North Pennsylvania Entiroad to points on Broad Street Railroad.

Broad Street Railroad.

COD Four-whool cars, onded with coal and iron weighing. 4,845

From Philaderphia Wilmington, and Baltimore Exiltroad to points on Broad Street Railroad.

468 Four-whool State, loaded with grain, etc., weighing. 2,349

From Philadelphia Germantown, and Norristown Railroad; also, Westchester Pailroad, and other works to points on Beand Street Railroad.

777 Eight-wheel Cars, loaded with merchandise, weighing. 6,213

As it is well known that the trade of the country has been much depressed for many months, this exhibit of three months' business may be fairly assumed as a measure for that of the entire year. It follows, therefore, that not less than 90 592 cars, containing 554,782 tons of merchandise, pass ever the Broad street freight tracks annually.

The question here arises, What is to be done with this vast amount of cars and merchandise when the railroad facilities on Broad street shall have been removed? No one proposes to banish the trade they represent from the city. How, than, shall we provide for it?

In answering this question, we will first take no the case of the Reading Railroad and her busine s, as that road seems meet to have attracted the attention of the Boulevard people. This road, as a vest receiver of coal which finds its way off her rails into every dwelling and factory in our great city, has in the Broad street tracks a valuable auxiliary in it: cheap distribution among our citizens. The use of those tracks is not a whit more a convenience to that road than to all our people. For let us for a moment suppose them to be removed from the street; In that event the entire coal receipts of our pity would be concentrated in a district whose most southern bouneary line would be Pennsylvania avenue, and its continuation down Willow street. Would not this concentration of coal necessarily enhance the cost of handling and delivery? The crowding of all the deaters in that article into one neighborhood, with a view to be as near the source of supply as possible, and the cessation of competition among them in the delivery of coal to their customers, because the difference in the loc tion of the yards which prompted that competition no longer existed, would evidently bring about this

We appreach then the inquiry, What will be the increase of cost in the carriage of soal under the regime of the Boulevard people?

result.

The charge for hauling, by wagon, a barrel of flour from Broad and Prime streets to Bread and Vine is eight cents. Ten barrels of flour make au ordinary wagon lead, and weigh about one ton. It therefore costs eighty conts per ton to transport flour ever the space just named. As flour is one of the most easily handled articles of trade, it costs proportionately less than others for handling.

Let us then consider what will be the expense per ton for the transportation of grain ever the same distance. By wagon, two cents per bashel is charged for cats, and three cents for corn and wheat. This would make an average rate of 22 cents per bushel.

Now onto will ordinarily weigh about 39 pounds to the bushel; corn, 56 pounds; wheat, 60 pounds. Consequently a bushel of the mixture wall weigh 43% lbs. Then, if it costs 25c, to transport 49 lbs, of grain from Broad and Prime street: to Broad and Vine, it will cost 109c, per ton o: 2000 lbs. to carry grain ever the same length of the street. Let us then state the case in terms the most invorable that can be furnished for the Boulevard people :-Cost of carrying flour over said distance, 85c. P ten

a grain a 100c. " Or, in other words, a low average for the cost of transportation by wagon is thus obtained, amounting to 94) cents per ton. This must be admitted to be a low rate, applicable to the carriage of every description of merchandise.

It is boasted by the Boulevard people that they do not feel these 913 cents in the price of coal. For this they owe thanks to the Broad street tracks, which they revite. Let these be removed, and they will soon be conscious of this and other charges. It is the facility which the tracks furnish for the cheap delivery of coal from one side of the city to the other, which has prevented our citizens from iceling the cost of local transportation.

Let us look for a moment at the other side of the question. As matters are now arranged, care coming to this city over the southern roads are delivered by them to any point on the portion of Broad street that has been named, at the merely nominal cost of 25 cents per car of eight tons, or of 3; cents per ton. This is the charge paid by those to whom the said freight is consigned. The Bon evard people propose to raise the cost per ton from 3] cents to 941 cents

per ton. Now let us take the most unfavorable case that can be made against the Broad street tracks. A merchant on the wharf, whose consignments over the southern roads have reached the depot at Broad and Frime streets, desires to sell them without incurring the expense of transportation to his own store. A purchasar at Broad and Vine streets would pay three dollars for the delivery of the car on his premises. This includes the cost of sending the car up the street and taking it back again. If the car should be delivered to Eighth and Market streets, the cost would be \$3.56-100. Six hundred bushels oats can be put info a car, which would make the cest of its selives to Broad and Vine streets just one-half cent per suchel against 2 cests per bushel by wagon. The delivery to Eighth and Market streets by car would \$68-100 of a copt, against 8 cents per wagon. The just submitted is, however, entirely exceptional, and only cited for the sake of fairness. 200 great bulk of freight is de-Hvered directly toles ats on the Broad street tracks at 3j cents per ton, which no one can dispute must be better for the general trade of our city and for

advantage to our city, then there is no superiority in railroad much nery for transports ion over the old wagons which used to creep at a spail's pace

upon our turnpike roads. We have made flour and grain the basis of our galeulations of the cost of transportation, because they answer perfectly well for this purpose. But these articles, with coal, are not the only ones to be affected by the removal of the tracks. Experienced dealers in the lumber trade caser, that the large receipts of that material upon Broad street, from the Pennsylvaria and other roads, sould not be delivered into the yards at a cost less than souble of what is now part should the macks be

It is id'e to say the public derives no benefit from these light charges for transportation. A saving of 94; cents per ton on 554 743 tons, the amount carried over the Broad street tracks per annum, is equal in the gross to 8524,221 74-R) cach year, and is too large a sum to be succeed at or overtooked. The cost of merchan ise must be afficied in a manner favorable to the consumer. Its influence upon our country blends in inducing them to send their produce hither is equal to the direct expenditure of that large amount for that purpose. If we now propose to increase charges needlessly, we will givert consignments from the city. Fo the preside extent to which we do this we will paralyze the right arm of our power. But this is too obvious to need surther remark

PROPOSED SUESTITUTE FOR BROAD STREET TRACES. It is, however, assert d that there is no need to incur additional car ges for transportation in con-sequence of the remeval of the Broad street tracks, because the Junction read on the west side of the Schuyikili can be used in their stead. It is said the Reading trains could leave their own road at Beiment Coltage, and parsing over the Junction to the Market street bridge, or to the more southern Ponn-sylvania Rr Iroad bridge, or to the wray's Forry bridge, find in one or all or those ways access to Broad street. To one who is acquainted with the subject, these a sertious cannot even be allowed to be specious. It is a physical impessibility that the coal trade of the Reading Railroad could be accommedated by the Junction road, and the lines of access to the city from it that have just been indi-Is it likely that the Pennsylvania Railroad Company would be willing or able to place their sidings in Powelton at the disposal of even a very small pertien of the business of the Reading Road? Their own enermous trade demands every inch of the ground they occupy. It would be in the highest degree unreasonable to expect them to sucrifice their ews convenience for the advantage of others. And is they were willing to do 1815, and the Reading tirms could pass into Market strot, what useful purpose would it serve? Where are the accommocations on that street for her coal stade? Let our opponents an wer.

But we shall be told, if that be the ease, to keep

moving and push the Reading freight further souls upon the Junction, until we reach the Pennsylvania kaliroad bridge at a point below Woodland. Cometery. We are told to take that bridge, and so find our way to Broad street. But here again the mex-orable necessities of the Peausylvaum Railroad bar our access to the city. This bridge has but a single track, and is only litted, as it was designed, for the use of the road that owns it. Moreover, it is plain use of the road tast owns it. Moreover, it is plain that no great reflroad com a y would be willing to beg weekly of another the "ght of cutance into our city. It could not consent to have its business walt upon the pleasure of another, and perhaps a rival road. It heither could nor ought tames to submit to the capric sand exterious that might be visited upon it. The inference of the public demand that it should not so submit. But eranting that the Penn-sylvania Ratiroad Company would permit traine foreign to her road to base over this bridge, the re-moval of the Broad structure which and driven moval of the Broad street creeks, which had driven the Reading to use said bridge, would render the privilege almost valueless. The Reading Company is denied the use of Prime street telow Broad as a terminus, and without the use of the Broad street tracks as a means of distributing her coal, would have hille inducement to see given quarter at all the Boulevard people have published a nice little calcustion, showing that it does not cost so much more to transport a ton of coal over this route than wis Broad street, at had been supposed. They are immensely flat ered by this discovery, one forgot to add, as as appeared from the reasoning of the preceding paragraph, that only a specimen ton or two could be thus conveyed. This act was postacine die any fur her consideration of their arithmened solution. The quality of the argument on their side may be additionally expended. be additionally tested by the assertion "that no con-sumer pays for the delivery of his coal" Every business man knows that the cost of carrage, when not made a separate item upon the face of the bill of sale, is a ways one uded in the price. This applies to

The Gray's Ferry bridge now claims at ention for a moment. The incapacity of this bridge to sustain a great increase of trade is as palpable as that of the others. The wants of the Broad street tracks would still have the same gvil consequences as have just been stated, even if the bridge were available. As this, however, would prove a slightly more practica-ble route than the others, let be consider for a ment the comparative expense of getting a four wheel coal car over is and over the present Broad

BY JUNCTION RAILFOAD TO GRAY'S PERSY, AND BY BALTIMORE RAILROAD TO BROAD AND PRIME

The cost of tolls upon Junction Railroad, on 

Leaving a difference in favor of present Broad isting arrangements are best and cheapert. This sum of \$1.88 would be immensely increased if the ficading Road should attempt to throw a heavy business upon the bridge. In fact, a due regard for the proper management of her own trade would seen compel the southern road to raise the rate against the Reading to the point of absolute prohibition. It is indeed the discretion which hibition. It is, indec i, the divertion which the Broad street tracks occasion from that route which makes the excess of \$1.88 charged by the latter no

greater than it is.
We now pass to the consideration of the second important reason for the continuouse of the second important reason for the continuouse of the tracks on Bread street. This has been as strangely over-looked by the Beulevard people as the one we have just commented on. THE RECESSITY OF AMPLE BAILBOAD COMMUNICA-

TION WITH THE WEET. We presume that no man in this community will dispute the zeconsty to our commercial interests of ample relirond communication with the West. New York city and ber way westward over three great routes; her cheap water two, the Ede Canal; the Central, and the New York and Eric Railroads. Philadelphia has but one which can be said to belong to her in the sease in which those of New York me-long to that city. We slidd, of course, to the Penn-sylvania Central. It so happers that the Baltimore and Ohio and the Phylogerphia, Wilmington, and

and Ohie and the Philasephia, Wilmington and Baltimore Rairroads are desirons to supply our deficiences in this paricular. With no disposition to speak for or against any railroad corporation, we ask our follow-orderest those road sponed to a sist a project which will prevent those roads from serving our interests while seeking taeir owa?

It is pain that their freight depot should be centrally situated, so us to causalle them to receive and deliver goods for and from the West on as favorable terms as any other line within our displants. Any attempt to dislocate the business of the southern reads by taking up railroad tracks and forcing them to establish their depots far away from the centre of trace, is virtually to compile them, to our own distrace, a virtually to compel them, to our own dis-advantage to relinquish their competition with the Pounsylvania Central for the trade of the West. Were such a dislocation to occur from causes which we could not control, we should regard it as a mis-torisme. To bring it about by o. r own direct agency is naicidal. The depot of the Caltimore and Ohio Ralirond is now located at Broad and Cherry street weldelarm no, by removing the Broadstreet tracks, to competitude Company to take up a position at Broad and frime streets, or that vicinity, we do in effact discriminate against it in invor of her rival by the excess of dra asso incurred thereby. This would, perhaps, be sufficient to hanish the southern roads from the field of competition. It would deserve us or a valuable numbers to our Southers trade, and that at a time when we are some our best to build up the commerce of our port. We must be more wise than this it we wish to prosper. The incress of making and sustaining Boulevards are not to be won and ket t by impuring the sources of our wealth. The citizens of Philade phin should encourage the working of every avenue to the West — The welfare

of our proposed steamship lines demands this of us. CITY REVENUES FROM BROAD STREET PROPERTY. Let us briefly consider how the revenues of the city are likely to be affected by legal interference with the trade of Broad street. Had we a Louis Napoleon at our head, and were this city mother Parm, the drbitrary process for making. Boulevards now advoconsumers, than a rate of \$3 cents per ton of flour, I cated by some would se more tolerable. At any rate

prospects of this kind would, at the hands of such a man, possess that symmetry which attends the workings of a single mind, armed with power to entorce particularity as to leave one in doubt which of the its will. As it is, there is every reason to fear that broad street may be turned into a dreary commons, ringed with number-down edifies for an indefinitely long period, if not for ever prior to the erection of relaces. Louis Napeleon would be prepared to jutup his fine hearest once upon the site of those removad. He would not first drive the business men from a street, and then want for the vacated buildings to fail sown, whilst apprime citizens were reflecting how hearly next to wolling the value of the pro-perty could be reduced before buying a palace site. He would not wait for vacillating millione're: to decide whether they would build, now one and then sected whither they would build. Row one and then another, or at once and to eiter. He would not wait until the dispisated appertance of the street would frighten the millionares out of all thoughts of building thereen. He would not leave it an even chance whether the desert distorchemes should be converted into equally tenement-houses and fifth-late factorics, or into a proper for eyered, just such With him spere might be injus as it should be it there would at least be method, despatch, and

What is the plan prope of to our City Councils? Its clearest feature is the hampliment of our business men. They have already received notice from Councils that their time is short. Before, however,

councies that their time is short. Before, however, the tracks can be removed, a very large sum of money must be raned by voluntury contribution from our cluzens. This is intended to defray the loss to be sustained by corporations and others who are introsted in the Broad street tracks.

Whilst the city pai ently waits for the collection of this money and its desbursement in the proper quarter, the occupanty of the Broad street wavelenses and wards wit have gone away, or will linger there in a spirit cas and draining condition. The bandings will have rallen in value, because The buildings will have fallen in value, b cause no longer tenanted. Rents of course, would seeine of wholly cease. No repairs would be put usen condemned property, and it would speedily fall into complete dispidation and scoay. The revenues derived by the city from the portion of the street doomed to be a Boulevare would be suspended, serham permanents. pead d, perhaps permanently. The propriety of the word permanently, thus used, may be inferred from the fact that the Reading Railroad will very relucinstly part with her transhises on Broad atreet for the sum of \$1 200,000. What other parties in interest would demand we know no. The jair of five irre-holders appointed by the bill to estimate the value of these figurations magaziners to disagree, or give a verdiet that would carry this matter into a court of law. There it might rest for many weary

Without any wish to disparage the enterprise of our fellow-citizens, we may se permitted to hazard a sensonable denbt as to the success of this plan et reasonable deabt as to the success of this plan et voluntary centribations, especially when such large sams are involved. Any man who he canvassed the community in behalt of a project of great public importance, knows how many of those most decely interested refuse to asist. Nor will the difficulty be lettered because all this money is wanted for "a drive." The end will probably be that the city will find herealt in possession of a dismantic land ruined street, which, so far from picking revenue, will only disgrate her. When this condition of things shall have lasted long enough to disgrate every body. Councils will be deather than the condition of the proposed of the removal of the tracks, and seeing that the proposed Boulevard. of the tracks, and seeing that the proposed Boulevard, with its various charms, was designed for the general good, therefore it is ungenerous and unreasonable to expect a few individuals to spend their private means for the embeldisement of a public thoroughture. Councils will therefore be called on to undertake the matter, and a lean of several millions will need to be negotialed, and a corresponding tax be imposed upon the dear people for the annual fax exeruing upon the same. The public cortainly would not wish to impose the expense upon a lew rich men, even if in a moment of ungastded and generous im-pulse they provided to bear it.

Let the City Government then, beware that it

ous not, by nawar, legislation, pile up additional burdens upon our already overt xed community. It is but just that we should notice in this place the interest owned by the city in the North Pennytivania Habrond, automating to \$2,200,000. Fo sever the connection of rail of this read with the south side of the city, will depaye it of a lightly it now enjoys. Measures of this kind never improve the value of the property grainst which they are directed. While they are directed. on errid upon the Reading Road in the use of the Bread street races, are mer uranly not exceed by the North Pennsylvania Road. It is, therefore, of imperiance that the should not be rude y and thoughthis ever advantages our greatment has shown to be

THE PROPER MODE OF DEVELOPING BROAD STREET. In the development of Broad street map a great Bonis varid an enrificial stimulus smould be applied.
We can safely leave its improvement to the operations of the same natural have watch have doveloped
ather atreets. the work with he accompished much
more conially, quiety, and off civery than by aris
trary legislation. We notice everywate, as business advances, dwellows, discovery and observations. ners advances, dwellings disappear, and shops and warehouser taxe there place. There is no for e neces-sary to accomplish this result, save the force of circomstances and to that alone it should be left. It is very anti-republican to compel people to abandon their property, or sell it sentual their will. If this must sometimes be done, it should be only under the pressure of absolute necessary. If certain parties covet broad drace for "a drive," and think the individuals now doing business on the arcet not sufacienty inshiousble to be in keeping wish the rapion. did equine tern-out, let them buy the property which barbors these men at a usir pi.c., and so con-trol the situation. There is no necessity for gragging City Councils into the matter.

THE EMBELLISHMENT OF OUR CITY, There are no citizens more desirous than ourselves that our city should be attractive to the eye. It is not, however, the first object to be a med at by our We should not exertifice to it greater and graver interests, for we would thereby certainly de feat our own wishes. It might be thought attrative to have a grassy walk along our whole river front, embellished with trees, statuary, and foun-tains, to which our citizens might repair on summer afternoons; but there are few who would advocate such a use of Delaware avenue. Even an artistic sye might doom its present comparative determiny preferable to the effectionary inpury and positive imbecility displayed in supplanting business by idle

leasure. We like our city parks, and approve of such inerense of their number and extension of their size as the wants of our people and a proper sense of the beautiful may demand. We sentre Lomon Edit, and would like to see it occupy at much ground on and would like to see it occupy a much ground on the western side of the Schuyikill at it now does on the eastern. We would not, however, place a park directly on the path of trade. There is room enough on the broad area on which our city is built to ac-commodate both palaces and trading houses, with-out introding upon the latter. Surely the intress of the toiling merchant and laborer are not to be less tenderly cared for than those of the refired willion-airs.

ire.
It must never be forgotten that the power to adorn a city is bared upon successful prosecution of trade. Destroy it, and that destruction will involve all ait, all beauty, and all civic improvement.

THE PORTION OF GUR CITY NATURALLY DESIGNED FOR TRADE,

To those who have reflect d maturely upon the matter, it is evident that so much of our city at is enclosed between the Delaware and Schuyaril livers, and extends northward from League I-land to Whiow street, must be mainly surrendered trade. If not wholly now, then a little later. growth of our city, more particularly in palact, has always tended towards the high ground lying northward and we tward. Some of our finest management are now found on Broad street north of Williew and west of the Schnylkill. In these districts the air is calubrious and the building sites more commanding. South Broad street, down to the junction of the two rivers is a broad, low flat. illy adapted to paratial manatons, but well filled for manufacture; and trade. All our great docks, shipping and railroad interests will display themselves in that quarter. Let us then yield to the indications which nature present, nor seek to oppose a legal ordinance against her invincible

REPUTATION OF A MISTARE MADE BY THE BOULE-

VAHDISTS. In the treatment of this subject we have, contrary to the example set us, turned away from the consideration of minutes. We must, however, corred a musicatement of our opponents. They assort that the owners of only 989 feet fronting on Broad street between spring Garden and Prime streets, are opposed to the removal or the tracks. A more carein inquiry elicits the fact that on ath Broad street the owners of 1462 feet, and on

lying within the limits above named, are opposed to the removal of the tracks.

CONCLUDING REMARKS. The Boulevard bill just passed by Councils has this form, then that. Is its first form, the request of /en men was to be held sufficient to compel Councils to remove the tracks. This feature seemed so intensely exclusively and aristocratic that it was deemed judicious, upon a sober second thought, to remode the bull in this particular. The ten men thereaster disappeared from view, though probably acting as vigorously as ever. The first bull provides for a future possible relaying of the tracks, as if its projectors were haunted with a certain uneasy consciousness that they were about to perpetrate a blunder. The second and third forms of the bill omit this provision, but introduce

a new leature, in the shape of the Brend Street Passenger Railroad, which is decreased with anon-particularity as to leave one in doubt which of the two, the Bendevand or the Passenger Railroad, was the grimary object of the bill. The first two leaves the grimary object of the bill. The first two leaves undertook inthicisty to throw private influences interacted in the Broad sirre tracks overboard to their face. This crying injustice has been very reluctantly qualified in the third bill. But imaximuch as it very largely increases the amount to be raised by voluntary contribution but so the fracks can be by voluntary cont. ibution bet so the tracks can be removed, it leaves the whole matter, whether for business or picasure, in stat of impurious appeared it is not to be interred from this that individuals. should not be profee ed, but only that the entire bill is worthess.

In this conviction we hope all further legislation in favor or its previcions will be firmly withheld.

### MATTERS OVER THE RIVER.

THE ELECTION.-The different polls in Camden opened this morning at 8 o'clock, under considerable excitement among politicians. It is rare that a municipal election has elicited so much interest among the people, who at an early hour thronged the polls and street corners "button-holing" every one that might chance to pass, in order to get a vote, if he was entitled to such a franchise. Within a year or two past each ward has been divided into two precincts. thus giving six election polls instead of three as formerly; and the consequence is, a more suitable opportunity is afforded for polytical workers to operate. At the municipal election in March, 1865, there were 2000 votes polled in the city, and at the election in the following November there were 2696 ballots polled. From the earnes(ness with which the friends of the various candidates commenced their work this morning, it is quite evident that an increased vote will b poiled, but that the National Union party will triumph on their city ticket, there is scarcely a doubt. In Muddle Ward the Democrats may succeed with one or two of their nominees, but the election as a whole will be strongly against them. The number of candidates running will be so difficult to count, that it will be late tomorrow morning before the entire result can be

AN INQUEST .- Coroner Roberts, yesterday afternoon, held an inquest on the bady of Michael Crimners, who was accidentally killed on Saturday, by a heavy cenk crushing him, at the railroad depot. The jury rendered a verdict in accordance with the facts elicited in the examinution.

SNEAR THIRVING .- The practice of sneak thieving is on the increase in Camden, and during a few weeks past several families have suffered by the operations of those who practise it. Different articles of clething have been taken from the entries of various dwellings, bucket and other things from the yards, and the deprenators have thus far escaped. Housekeepers should be eareful to keep their gates and doors securely fastened against such in

SLIGHT FIRM. - Yesterday afternoon an alarm of fire was caused by the berning of a small shanty in Fetter wile, occupied by a colored ramily. The camage was slight.

#### AMUSEMBNTS.

WALNUT STREET THEATRE.-Mr. and Mrs. Kean made their appearance ast evening, at hours it was leared that they had no. sufficiently recovered from their indisposition to be equal to the tank of parterining. Evidency, however, especially to Mr. Kean,
acting was a lask, for he binyed with evident effort,
as though he had agod stare by art appraches in
Philadelphia. The audience was neither numer us
nor enthusiastic. It is much to be wondered at that
Mr. Kean should consent to leave in the minds of the
public the more wreck of the thient and reputation
which was so noble and imposing. Mr. Kean's meet
are destroyed. ardent address let this last night the audiences are mostly composed of succlaiors who so one out of mere curiouity. This evening the Merchant of Venice will be given, Miss. Konn at "Ponia," Mr Kean as "Shylock."

NEW CHESNUT STREET THEATRE. -The whole NEW CHESNUT STREET IHEATRE.—The whole of the performance: at this the tree are for the penetit of the desabled frequent. At the mut nee, Ton Aights in a Bar-room will be given. In the evening The Firemen of Philadelphia; or, The Bread Street Heiress, with all the real fire appoints that constitutes the gior, of frequent. The company has volunt cred for this good and chest ble purposition, which week, in which Mrss Or, on is admirable, will also be given. ble, will also be given.

ARON STREET THEATRE,-The Streets of New York attract large hous . Sive channel is re-the rough convict as in the closust "cam, Farsic 's baujo solo and jug. denont the ne am." Ar. The whole piece is a success, as it with much before at this theatre. By REFERENCE to the advertisement in another

column, it will be seen that the sale of tickers for Mr. Leecher's great lecture on "Reconstruction" will commence to morrow moratuz. To avoid the com-plaints so often made of the great crowd and delay in procuring tickets, the entire house has been divided for the sale of tickets for this lecture; onehalf of the how e will be sold at Clexton's and the other half at Ashmead & Evans'. This arrangement cannot fail to gave satisfastion to the thousands who are anxious to hear this celebrated orator and divine on this interesting subject.

CONCERT HALL .- To-morrow (Wednesday) evening, the association of American Vocansis, of this city, will receive a complimentary te-timonial at the hards of their f. fonds. The cayous gautement and lauses are excellent in their solo and choist parts. and will exort their cives to please their patrons. Let them be remembered graciously.

## WANTS.

THEE GENERAL AGENTS WANTED TO A set in Important locations for the New York Accidental Insurance Company Active men of good address apply to FRANK O. ALLEN, Branch Office, No. 43, CLESNUT Street. Apply soon. 223

## FOR SALE.

FOR SALE.—DESTRABLE THREE-STORY Erick Dwelling House, No. 1840 Wellace street, Laily possession, Applyto J. R. RHOADS, No. 829 ARCH Street.

## TO RENT.

HOUSE TO LET AND PART OF THE

furniture for sale, situated in Twenty-first, a

1317 CHESNUT STREET. NEATLY FUR nished Lodging Rooms for gentlemen. (3 13 3.4

## SEGARS, TOBACCO, ETC.

A sways has his store full of customers. Why? Because he keeps the best stock of segar; and tobacco in the United States, and sets at least from 25 to 39 per cent. less than you can buy elsewhere. Go to DEAN'S, Se. 415 Cit; SNOT street.

2d. Why is it that the City tobacconists are down on Dean? Because he sells a better quality of tobacco and segars at a much less price than they can sell. Go to Dean's, No. 413 Chemat stace.

3d. The reason why he can sell so cheap is because his retail sales are over \$300 per day, and his wholesale trade is over \$2000 per cay, see can afford to sell at trom 2 to 5 per cent. profit while others cannot five on less than from 25 to 60 per cent. Go to Dean's, No. 413 Chemat street.

4th. Dean sells prime imported Havana segars for six cents each. Genume Yara for ten cents, and makes a libera discount to those buying by the box.

Go to Dean's, No. 410 Chemat street.

5th. Dean sels the best navy of six different kinds. for 85 at 3 and 50 cents per points. Dry navy 40 cents per pound, with a discount to those buying five pounds or apwards.

Go to Dean's, No. 413 Chesant street. EN FACTS FOR THE PEOPLE.-IST. DEAN

or 50. E5. and 50 cents per points. Div. bayy as cents or pound, with a discount to those baying five pounds or upwards.

Go to Dean's, No 413 Chesunt street.

6th. bean sels all kinds of smoking tobacco from 30 cents per pound to 51 50 per pound, and a discount on 5 pounds or upwards. 179 it, you will like it.

Go to Dean's, No. 413 Chesunt street.

Th. bean's store is No. 413 Chesunt street. If you inquire of some tobacconists they will tell you they don't know him, and don't acknowledge him to be in the pushess. Why don't they know him. Because he sails so cheap, he is killing the business.

Go to Dean's, No. 413 Chesunt street.

Sth. Some tobacconists' lealeusy makes then mean, but Dean can afford to be iberal; his trade it allways on the increase. That's what troub es the Spanish Jowa and red nesses. When you want prime tobacco or Segars at a fair price, 20 to Dean's, No. 413 Chesunt street.

5th. Dean's Yara Segars are the only genuine Yara in this city, all others are or inferior quality. Dean secured the whole crop of Yara this year and for next year. If you want growths Yara Segars, go to Dean's, No. 413 Chesunt street.

16th. The largest assortm at of segars in any one store in the United States you will find at DEAN'S, No. 413 CHESNUT Street.

N. H.—For eigarettes apply to the Government, Nuff ced.

THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD, WILL BE CONTINUED AS RESERVED FORE.
STAMPS OF EVERY DESCRIPTION CONSTANTLY ON HAND, AND K ANY AMOUNT.

STATEMENT OF THE

# New England Mutual Life Insurance Company,

FEBRUARY 1, 1866.

 
 Real Estate
 \$225,00

 f ash on band
 66 123

 Bonds and Mer, sages
 876,632

 bank, and other Stocks
 1 227,748

 Stocks held se collatoral for loans
 84 678

 Fremium Notes secured by Pelicles
 1,07,445
 .83,551.061 \$72,500 81,181,400 

The New England Life Company is the older's in the United States. It has always ranked A No. I. It has never resorted to law. It is liberal to policy holders. Fremiums may be paid either in each or halt cash and half note Losses promp by polid by the agent DIVIDENDS WILL BE PAID ANNUAL Y.—Those who has note can apply the dividend to payment of note pive a note can apply the dividend to payment of note. Dividends may a to be applied to reduction of premium, or madding to the amount insurad.

Person desiring to effect insurance on their lives should make application to the Company. Examinations daily from I to 2 o'clock. Liberal commissions allowed.

BENJAMIN F STEVENS. JOSEPH M GIBBENS.

Benjamin F. Stevens

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No. 425 Chesnut Street, Philadelphia,

W. D. STIMEL, M. D. MEDICAL EXAMINER. The underefgued is the only authorized Agent in

WILLIAM GETTY.

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DEALER IN

SCHUYLKILL AND LEHIGH COALS,

YARD,

#### No. 1314 WASHINGTON Avenue.

I keep nothing but the best on hand, and can de-Ever to any part of the city at the reduced low

All orders left at No. 114 South THIRD Street,

I am convinced that a trial will bring you back

will be promptly attended to.

## ROUSSEL'S

Carbonic Acid and Aptificial Spring Waters in Glass Syphons.



VICHY. KUSINGEN.

CARPETINGS,

VICHY, with Littria.; LITHIA WATER, IRON WATER, BEDFORD WATER, E. ROUSSEL.

No. 518 PRUNE Street. "GLEN ECHO MILLS,"

GERMANTOWN, PA.

MCCALLUMS, CREASE & SLOAN, Manufacturers, Importers, and Wholesale Dealers in

OIL CLOTHS,

MATTINGS, Etc. WAREHOUSE,

No. 509 CHESNUT STREET, OPPOSITE THE STATE HOUSE, Philadelphia.

RETAIL DEPARTMENT. No. 519 CHESNUT STREET.

LIFE, GROWTH AND BEAUTY.

Mrs. S. A. Allen's World's hair Restorer and Dressing invigorate, strengthen and lengthen the hair. They act directly upon the roots of the hair, supplying required nourishment, and natural color and beauty returns. Grey hair disappears, bald spots are covered, hair stops falling, and luxuriant growth is the result. Ladies and Children will appreciate the delightful fragrance and rich, glossy appearance imparted to the hair, and no fear of soiling the skin, scalp, or most elegant head-dress. Sold by all Druggists.

Depot 198 & 200 Greenwich St. N. Y.

DR. HUNTER, No. 44 N. SEVENTE STEKET, ABOVE FILBERT, PHILADELPRIA. Acknowledged by all parties interested as sy far the MOST SUCCESSFUL PHYSIGIAN in the treatment of Diseases in his specially. QUICE TEOROUGH, and permanent curve quarantee d. in ever case. Becomber DR. HUNTER S Combrated Remedie can only be had gountee at his ed established Other. No. 4 N. SEVENTH Street, above Filbert.

### DRY GOODS.

TO THE LADIES.

GREAT SALE OF FOREIGN DRESS GOODS

CURWEN STODDART & BROTHER Amounce that they have determined to offer their extensive Stock comprising the most attractive variety of Dry Goods in the City, At prices to correspond with the late AUCTION SADES.

WITHOUT REGARD TO COST. CURWEN STODDART & BROTHER, Nos. 450, 452, and 454 N. SECOND Stree Above Willow.

BLACK AND WHITE SILKS. ONE DOLLAR PER YARD.

SILKS FROM AUCTION AT REDUCED PRICES. CURWEN STODDART & BROTHER, Nos. 450, 452, and 454 N. SECOND Street, 3 10 St Above Willow.

PLAID DRESS GOODS, 22 CENTS.

FROM THE LATE AUCTION SALES. CURWEN STODDART & BROTHER. Nos. 450, 452, and 454 N. SECOND Street. Above Willow.

CHENE POPLINS, 31 CENTS.

DRESS GOODS, AT REDUCED PRICES. CURWEN STODDART & BROTHER, Nos. 459, 452, and 454 N. SECOND Street.

Above Willow. PLAID MOZAMBIQUES.

35 CENTS. DRESS GOOOS, AT REDUCED PRICES. CURWEN STODDART & BROTHER,

Nos. 450, 452, and 454 N. SECOND Street, Above Willow. DRY GOODS

FOR THE PUPULAR TRADE, FROM THE LATE AUCTION SALES. AT REDUCED PRICES. Buyers will find decided advantage in every depart-CURWEN STODDART & BROTHER, Nos. 450, 452, and 454 N. SECOND Street, Above Willow.

SPRING CASSIMERES. SPRING COATINGS,

SPRING GOODS FOR BOYS, At reduced prices. CURWEN STODDART & BROTHER, Nos. 450, 452, and 454 NeS ECOND Speat, Above Willow

IMPORTANT!

## TO LINEN BUYERS.

THE RIGHT PLACE TO GO FOR THE LARGEST STOCK OF

LINENS.

FOR LINEN GOODS of the lest quality. FOR PURE LINEN GOODS, warranted. FOR LINENS, at Importer's prices.

FOR IRISH SHIRTING LINENS. FOR STITCHED SHIRT BOSOMS.

FOR TABLE LINENS, all kinds. FOR LINEN SHEEFINGS AND PILLOW CASINGS.

FOR NURSERY DIAPERS AND BIRD EYES. FOR TOWELINGS, of all kinds. FOR LINEN LAWNS AND CAMBRICS. FOR LINEN DRILLS AND COATINGS.

MILLIKEN'S STORE.

FOR ALL KINDS OF LINEN GOODS.

FOR LINENS ONLY,

No. 828 ARCH STREET.

N. B. The new style LINEN CAMBRIC DRESSES, expected by the next steamer.

BARNSLEY LINEN GOODS.

NOW OPENING. SEVEN CASES

REAL BARNSLEY SHEETINGS. SUPER BARNSLEY TABLE DAMASKS. EXTRA HEAVY TABLE DIAPERS. HEAVY LOOM DIAPERS.

TOWELS, Extra Size. These goods were made expressly to order for our bast family trade, but from their extraordinary durability are also well suited to first-class lietels or Boarding

COLORED BORDERED WASHED HUCK

Houses. SHEPPARD, VAN HARLINGEN & ARRISON. Importers of Linen, House Furnishing Dry Goods,

No. Res CHESNUT Street.

FOR SALE—STATE AND COUNTY RIGHTS of capewell & Co.'s Patent Wind Guard and Air Fleater for Coal Oil Lamps: it prevents the Chimneys from breaking. This we will warrant. Also saves one-third the oil. Call and see them, they cost but ten cents. No. 268 RACE Surect. Philadelphia. Sample sent to any art of the United States on receipt of 25 cents. 219