

THAT JUBILEE.

The Debut of the Third Great Day—Boston Overwhelmed with Noise and Mad with Enthusiasm.

In consequence of unusual delays in the mails, the following letter, which should have appeared in our columns yesterday, did not reach the city until last evening.—Ed. EVE. TEL.]

BOSTON, June 17. Crowded as was yesterday's concert at the Coliseum, it was nothing compared to the almost incalculable mass of human beings assembled to-day. It is estimated that to-day's assembly numbered fully 50,000, and I should say this is rather under than overrated. In fact, so great was the rush that shortly after 3 o'clock it became necessary to close the doors and refuse admittance to all comers after that time. I have been informed that the receipts of yesterday, exclusive of season tickets, were \$72,000. If so (and I do not doubt it, by any means), to-day's receipts must have been over \$100,000.

There were fully ten thousand people refused admittance, even with tickets. In short, so crowded was the Coliseum that, to use a popular expression, you could not drop a pin. The heat in the galleries was almost insupportable, although the building is excellently ventilated. Many ladies fainted, and it was with the utmost exertions that the bodies were removed from the building through the colossal mass of human beings.

This throng of to-day was partly owing to its being a holiday, the anniversary of the Battle of Bunker Hill, and partly because the programme was a popular one, and the music of such pieces as are well known to everybody who has music in his soul. I append you the programme for perusal:—

- THIRD DAY'S CONCERT OF THE NATIONAL PEACE JUBILEE. 1. Overture, "Fra Diavolo".....Aube Arranged for Orchestra of One Thousand Performers by Fifty Trumpeters and Organ.

1. Marche Militaire, "Les Francs".....Bilse Band of One Thousand Performers. 2. National Air, "The Star-Spangled Banner".....Sung by Madame Parepa-Rosa, with Chorus and Orchestral accompaniment.

3. Aria for Trumpet, from "Il Bravo".....Mencade Performed by M. A. Brucke, with Orchestral accompaniment. 4. The Harp that Once Through Tara's Halls.....More Arranged for Full Chorus, Grand Orchestra, Military Band and Organ.

5. Overture, "Stradella".....Flotow Reed Band of Five Hundred Performers. 6. Choral, "One Hundredth Psalm".....Military Band, etc. Mr. Gilmore was the conductor for the day, and it is but just to say that he performed his task exceedingly well. His appearance in the orchestra was the signal for considerable enthusiasm.

The overture to "Fra Diavolo," which opened the day's programme, was played gloriously; the opening drum solo was beaten by about thirty drummers, while the fifty trumpeters performed the solo in the beginning of the allegro admirably, especially the second time. Enthusiastic applause was bestowed upon the performers of the overture.

Luther's "Judgment Hymn" received ample justice from the hands, or rather the lungs, of the chorus. "The Grand Peace March," composed for this occasion (and we hope played for this occasion only) by Signor Janotta, is exceedingly trashy. It is a poor, we may safely say, very poor, imitation of Meyerbeer's "Coronation March," from "The Prophet," and though it was well enough played by the orchestra and band, numbering some eleven hundred performers, fails to make any impression whatever. "Let us have peace," and be obliged to hear such trashy compositions. In the original programme for the festival it was stated that this march was to be written by some European composer; why Signor Janotta was selected we cannot conceive.

Where were Messrs. Eichengr, Koppitz, G. F. Bristol, Fairbank, and others too numerous to mention? "Robert, toi que j'aime," gave Madame Parepa-Rosa a fine opportunity to display her wonderful voice—in short, the only voice that could have been found in America to fill the place of the original. The second part, though well played by a small orchestra, suffered somewhat from the want of one or two harps, for which Meyerbeer had written it originally. Madame Rosa's effort was warmly applauded.

Then followed Verdi's "Agnus Dei," given as before, with chorus, orchestra, and organ, and canon. The effect was tremendous, as it always is, and an encore was demanded and promptly given. So great is the desire to hear this popular piece and the national air, "The Star-Spangled Banner," that it has been resolved to introduce these two marches into every programme. "Oze popoli, oze nudi".....Converse's "Venezia Triumfante" on "Hall Columbia" was next on the programme. Its construction shows a clever musician, and we consider the overture a fine work, though in some parts it is rather trivial. It opens with an audience in common time, changing to 6-4; this is followed by an allegro alla breve, in which some of the modulations are rather queer. A short poco meno follows, and then the chorus sings "Hall Columbia," with artillery accompaniment. With this the public ought to close, for this part is really immensely effective. But the composer has added a kind of coda, which rather lessens the effect of it. The overture created a marked impression, and received considerable applause.

The second part opened with Bilse's "Grand March," played by the full band. It was well given, though the tempo was too slow. Then followed the "Star-Spangled Banner," Mrs. Parepa-Rosa singing the solo after the first sixteen bars. In the last verse, Mme. Parepa-Rosa led on a long flat (in which key the air was sung), and it was truly wonderful how the note was heard above the chorus of 10,000, the band of 1100, the organ and the canon. The effect was electrifying; the audience cheered and insisted upon a repetition, which was given.

Mr. Arbuckle next played a trumpet solo finely. He has good tone, and plays with considerable expression. "The Harp that Once Through Tara's Halls" was next sung by the full chorus very nicely. Flotow's overture to "Stradella" was then performed by a reed band and for some unruly piccolo and E flat clarinettes, was well given, and received a good share of applause. The concert then concluded with the One Hundredth Psalm, given by chorus, organ, orchestra, and cannon with great effect.

To-morrow we are to have another classical programme, and on Saturday the festival will close with a concert by the children of the public schools. The nearer the Festival approaches its close, the greater seems to be the anxiety of the people to attend; and great crowds may be expected at to-morrow's and Saturday's concert. The ball this evening promises also to be a grand success, as a great number of tickets have been sold for it. The interior decorations of the building are to be increased for this occasion. To-morrow evening Manager Field, of the Boston Museum, will give a performance at that place, complimentary to the press now represented here, on which occasion Mr. William Warren will appear in A Victim of Circumstances and Sweeney and Wives, which will be attended, amongst others, by C. SHARP.

MUSICAL AND DRAMATIC.

The City Amusements. AT THE WALNUT ST. THEATRE, Miss Susan Galton will have a benefit this evening, when the drama of the Ticket-of-Leave Man will be given, with Mr. Every as "Robert Macaire." The performance will conclude with "Hawshaw." The performance will conclude with "Hawshaw." The performance will conclude with "Hawshaw."

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the importance of the new principle adopted in the American navy, and the advantage of adding vessels to the English navy which could effectively compete with the latter's power and her consorts. In designing the Inconstant the chief points kept in view have necessarily been similar to those held by the American authorities—high speed under steam, large coal-carrying power, a large spread of canvas to enable her to keep the sea, and to insure manœuvring power under sail.

In addition, she was intended to carry an armament greatly exceeding in power that of the American ships. It was also felt that since she was intended to keep the sea for a considerable time, the maintenance of her high speed necessitated the adoption of some efficient plan for the prevention of the fouling of her hull below the water-line, and that this could be best accomplished by covering her bottom with copper sheathing, at the same time, owing to the ship's great length, the necessity of form and great engine-power, her structural strength required that she should be built of iron. Hence it is that the Inconstant is an iron-built ship, having an outer coating of wood planking, and upon the latter the copper sheathing has been fastened, without fear of any galvanic action resulting. In her principal dimensions the Inconstant measures—Length between perpendiculars, 337 feet 4 inches; breadth, 51 feet 3 1/2 inches; mean draught of water, 23 feet 3 inches; burden in tons, 4066; load displacement, 5520 tons. She is about two feet broader, and of 300 tons greater burthen than the Pompanoo, the largest vessel of the American Wampanoag class, and her load displacement is also greater than that of the Pompanoo by about 1000 tons. She is a loftier ship out of the water than the American ships, as she will carry her main-deck guns 11 feet at 12 feet out of the water, while the Wampanoag and her consort only carry their main-deck guns 7 feet and 8 feet clear of water. This most obviously gives a great advantage to the Inconstant as regards the power of fighting guns in a seaway. Remaining here to the fore of the Inconstant in connection with her estimated speed, it may be observed that she is not so fine in her lines as the Wampanoag, yet she is exceptionally fine for a ship of war; and that while in the water the Inconstant is a six-hour steamer, her speed does not exceed 6 1/2 to 1. In fact, the Inconstant is nearly 6 1/2 to 1. As far as form and proportions appear most favorable to the attainment by the Inconstant on her trials of a very high speed. The intended speed of the Inconstant is 15 knots per hour, and the engines manufactured by Messrs. John Penn and Son, are of such a character as to render the attainment of this high rate of speed almost a certainty. The engines are of 1000 horse-power nominal, and are identical in their arrangement with those of the Belleophon; and in six hours' trial, they have exceeded 6000 horse. The Inconstant has been furnished with greater boiler power than the Belleophon, and considering that the latter vessel is nearly 40 feet shorter, 6 feet broader, has about 1700 tons greater displacement than the former, and has been driven at a speed exceeding 14 knots in a six-hour trial, it is a fair assumption that the Inconstant, with her additional boiler power, will fully attain her estimated speed of 15 knots.

The Wampanoag class were intended to attain about the same rate of speed, but in all instances, except that of the Wampanoag herself, they have failed to exceed thirteen knots. The Madawaska, a duplicate vessel to Wampanoag, and with duplicate boilers, only reached 12 1/2 knots; and the Chattanooga, a smaller vessel but with great engine power, only reached thirteen knots.

Mr. P. Fisherwood, the Chief of the Bureau of Steam Engineering at Washington, in his reply addressed to Mr. Gideon Welles, the Secretary of the United States Navy, to Commodore Alden's report on the trial of the Wampanoag, draws attention to this loss of speed by the Madawaska and the Chattanooga, and says that with the 12 1/2 knots per hour made by the first-named vessel, and distinctly asserts this loss was owing to the engines of the two vessels being on the direct action principle, while those of the Wampanoag were geared.

Domestic Affairs. —Gold closed yesterday at 130 1/2. —President Grant was in New York yesterday. —The Naval Practice Squadron is at Fortress Monroe. —Vice-President Colfax went to Pittsfield, Mass., yesterday. —Miss Minnie Warren was yesterday married to Commodore Nutt at Bridgeport.

Foreign Affairs. —The King of Denmark yesterday addressed a message to the Riks Røsting, in which he announced that the debate in the House of Lords last night was animated and protracted, and without any definite result. —In the Spanish Cortes yesterday, a proposition was debated for the reduction by the Government of the public rents. —The English press of yesterday declare that, judging from the tone of the debates in the House of Lords on the subject, disestablishment is a foregone conclusion. —The shore end of the French ocean cable was laid yesterday at Brest. The Great Eastern had not arrived at that port, but when she does the submerging of the wire will go on.

Unarmored War Frigates. Her Majesty's screw frigate Inconstant, 4066 tons, built, with an outer sheathing of wood, unarmored, 1000 horse-power nominal, 16 guns, is now lying at Portsmouth. She is a bold, handsome-looking frigate, with a bow as long and fine, proportionately to tonnage, as that of a racing cutter.

The necessity for swift ocean cruisers experienced in the United States Navy during the progress of the war between the North and the South led to the design and construction of unarmored vessels of war of which the Wampanoag may be taken as the type of the class from an American point of view, as the Inconstant represents the same description of vessel from a British point of view. As swift unarmored ocean cruisers, they are especially intended to destroy the mercantile marine of a hostile power, and to prevent, as far as may be possible, losses of a like character in their own mercantile service. The great features of the designs, both in America and in this country, consist, therefore, of extreme proportion and fineness of form with large engine-power, in order to secure a high speed under steam; a large spread of canvas being also intended to be given in order to enable the ships to keep the sea under sail alone, and so lengthen the time during which the ship could keep in her bunkers a supply of coal for emergencies. The Americans were the first to adopt the principle of swift, unarmored ocean cruisers, and in the official and private notices of these ships published in America no secret was made of the fact that it was against the English merchant navy that the speed of this class of vessels was chiefly calculated, in the event of war, any time between the two countries—a conclusion we owe to the exploits of certain Confederate vessels during the struggle between the North and South.

The power for mischief of such vessels in these days, when the speed of ships of war is necessarily related to some extent by the weight of the defensive armor they carry, was so self-evident that our own naval authorities at once confessed

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PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. SUMMER TIME. The trains of the Pennsylvania Central Railroad leave the Depot at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with the cars leaving Front and Market streets thirty minutes before its departure. The Chestnut and Walnut streets cars run within one square of the Depot.

TRAINS LEAVE DEPOT, VIZ.: 8:00 A. M. Paoli Accommodation, 10:30 A. M., 1:10 and 7:00 P. M. Paoli Accommodation, 1:30 A. M., 1:30 P. M., Erie Express, 11:30 A. M. Harrisburg Accommodation, 2:30 P. M. Lancaster Accommodation, 3:30 P. M. Parkersburg Train, 4:30 P. M. Cincinnati Express, 8:00 P. M. Erie Mail and Pittsburgh Express, 10:30 P. M. Philadelphia Express, 12:15 A. M. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock. Philadelphia Express leaves daily. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.: 3:10 A. M. Philadelphia Express, 6:30 A. M. Paoli Accommodation, 8:20 A. M., 3:40 and 6:20 P. M. Erie Mail, 9:35 A. M. Fast Line, 9:35 A. M. Parkersburg Train, 12:30 P. M. Lancaster Train, 1:30 P. M. Day Express, 4:20 P. M. Southern Express, 4:40 P. M. Harrisburg Accommodation, 9:40 P. M. For further information, apply to JOHN F. VANCE, Ticket Agent, No. 91 CHESTNUT STREET. FRANCIS FUNK, Ticket Agent, No. 116 MARKET STREET. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for baggage, except for wearing apparel, and limit their responsibility to one hundred dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken receipt of by EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

AMUSEMENTS.

WALNUT ST. THEATRE, BEGINS AT 8.—THIS (Friday) EVENING, June 18, 1869, THE BENEVOLENT SOCIETY OF THE CITY OF PHILADELPHIA, will give a performance at that place, complimentary to the press now represented here, on which occasion Mr. William Warren will appear in A Victim of Circumstances and Sweeney and Wives, which will be attended, amongst others, by C. SHARP.

THEATRE COMIQUE, SEVENTH STREET, THREE O'CLOCK. FAREWELL DAY AND NIGHT OF MISS SUSAN GALTON. At Eight o'clock, MARRIAGE BY INTEREST. After which Miss Susan Galton will sing "The Star-Spangled Banner," concluding with ROBERT MACAIRE.

MRS. JOHN DREW'S ARCH STREET THEATRE, BEGINS AT 8 O'CLOCK. LAST THREE NIGHTS OF THE SEASON. THE JOHN DREW AND HIS COMPANY. WEDNESDAY, THURSDAY, AND FRIDAY. ALL THAT GLITTERS IS NOT GOLD. BY MRS. JOHN DREW AND HIS COMPANY. After which, Shakespeare's comedy, KATHERINE AND ANTHONY. JOHN DREW, FETTERED. HUMPHY DUMPHY.

FOX'S AMERICAN THEATRE, WALNUT STREET, BEGINS AT 8 O'CLOCK. THE RETURN OF GUS WILLIAMS. Continued Engraving of the "Belleophon." First night of the new ballet, by MRS. JOHN DREW AND HIS COMPANY. New attraction by the Stars, Every Evening and Saturday Afternoon.

VALER'S (LATE MILLER'S) WINTER GARDEN, No. 727, 728, and 729 VINE STREET. THE GRAND ORCHESTRA, formerly the property of the GRAND DUKE OF BADEN, purchased at great expense by JACOB VALER, of this city, in combination with FLEMING'S ORCHESTRA and the NEW YORK ORCHESTRA, will perform EVERY AFTERNOON and EVENING at the above-mentioned place. Admission free.

RACES. SUFFOLK PARK, TUESDAY, JUNE 22. Match for \$500; mile heats, 5 in 5, to harness. Good day and track. J. Levitt names b. m. ROSE. Wm. H. Doble names a. g. JOHN.

WM. H. DOBLE, Proprietor. POINT BREEZE PARK, MONDAY, JUNE 21. PURSE AND STAKE, \$500. Three in five to harness. Good Day and Track. P. DALRY, s. h. HARRY D. J. SORAT, g. h. IRONSIDES. D. BODINE, VICTOR PATCHEN. Entrance \$1. Members' privileges suspended. 618 2d

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DEAFNESS—EVERY INSTRUMENT THAT science and every instrument to assist the hearing in every degree of deafness; also, Restoratives; also, Great Relief of Otitis, superior to any others in use, at P. M. DELAVER'S, No. 116 South TENTH Street, below Chestnut.

WALNUT ST. THEATRE, BEGINS AT 8.—THIS (Friday) EVENING, June 18, 1869, THE BENEVOLENT SOCIETY OF THE CITY OF PHILADELPHIA, will give a performance at that place, complimentary to the press now represented here, on which occasion Mr. William Warren will appear in A Victim of Circumstances and Sweeney and Wives, which will be attended, amongst others, by C. SHARP.

THEATRE COMIQUE, SEVENTH STREET, THREE O'CLOCK. FAREWELL DAY AND NIGHT OF MISS SUSAN GALTON. At Eight o'clock, MARRIAGE BY INTEREST. After which Miss Susan Galton will sing "The Star-Spangled Banner," concluding with ROBERT MACAIRE.

MRS. JOHN DREW'S ARCH STREET THEATRE, BEGINS AT 8 O'CLOCK. LAST THREE NIGHTS OF THE SEASON. THE JOHN DREW AND HIS COMPANY. WEDNESDAY, THURSDAY, AND FRIDAY. ALL THAT GLITTERS IS NOT GOLD. BY MRS. JOHN DREW AND HIS COMPANY. After which, Shakespeare's comedy, KATHERINE AND ANTHONY. JOHN DREW, FETTERED. HUMPHY DUMPHY.

FOX'S AMERICAN THEATRE, WALNUT STREET, BEGINS AT 8 O'CLOCK. THE RETURN OF GUS WILLIAMS. Continued Engraving of the "Belleophon." First night of the new ballet, by MRS. JOHN DREW AND HIS COMPANY. New attraction by the Stars, Every Evening and Saturday Afternoon.

VALER'S (LATE MILLER'S) WINTER GARDEN, No. 727, 728, and 729 VINE STREET. THE GRAND ORCHESTRA, formerly the property of the GRAND DUKE OF BADEN, purchased at great expense by JACOB VALER, of this city, in combination with FLEMING'S ORCHESTRA and the NEW YORK ORCHESTRA, will perform EVERY AFTERNOON and EVENING at the above-mentioned place. Admission free.

RACES. SUFFOLK PARK, TUESDAY, JUNE 22. Match for \$500; mile heats, 5 in 5, to harness. Good day and track. J. Levitt names b. m. ROSE. Wm. H. Doble names a. g. JOHN.

WM. H. DOBLE, Proprietor. POINT BREEZE PARK, MONDAY, JUNE 21. PURSE AND STAKE, \$500. Three in five to harness. Good Day and Track. P. DALRY, s. h. HARRY D. J. SORAT, g. h. IRONSIDES. D. BODINE, VICTOR PATCHEN. Entrance \$1. Members' privileges suspended. 618 2d

HOSIERY GOODS. J. WILLIAM HOFMANN, No. 9 N. EIGHTH Street, Philadelphia. Dealer in Hosiery Goods, Offers for sale a large assortment of Hosiery, for Ladies' Gents' and Children's wear; Socks, Quarter Socks and Long Hose, of English and German manufacture.

UNDERWEAR. Of Cartwright & Warner's manufacture, acknowledged to be the best imported. Also, the Norfolk and New Brunswick, acknowledged to be the best of American Goods. These Goods in all sizes, for 4 1/2 wly

ROBERT SHOEMAKER & CO., N. E. CORNER FOURTH AND RACE STS. PHILADELPHIA. WHOLESALE DRUGGISTS, Importers and Manufacturers of White Lead and Colored Paints, Putty, Varnishes, Etc. AGENTS FOR THE CELEBRATED FRENCH ZINCO PAINTS. Dealers and consumers supplied at lowest prices for cash. 124 1/2

ICE CREAM AND WATER ICE. THE NEAPOLITAN ICE CREAM AND WATER ICES. This celebrated Neapolitan Ice Cream and Water Ice can be carried in a paper to any part of the city, as you could candy. Prices very low. One hundred different constantly on hand, and ONE HUNDRED DIFFERENT FLAVORS can be made to order for those who desire to have something never before seen in the United States, and superior to any Ice Cream made in Europe. Principal Depot—No. 124 WALNUT STREET. Branch Store—No. 100 SPRING GARDEN STREET. F. J. ALLEGRETTI, 111

GROCERIES AND PROVISIONS. MICHAEL MEAGHER & CO. No. 228 South SIXTEENTH Street, Wholesale and Retail Dealers in PROVISIONS, OYSTERS, AND SAND CLAMS. TERRAPINS \$16 PER DOZEN. 2 1/2

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BOARDING. AT NO. 121 BROAD STREET MAY BE obtained furnished and unfurnished rooms for lodgers. Board also, if desired. 2 1/2

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