CITY INTELLIGENCE.

The Annual Reunion To-day-Interest-

THE RESERVE ASSOCIATION.

ing Exercises. The exercises of the annual reunion of the Pewnylvania Reserve Association commenced at 9 o'clock this morning, at Horticultural Hall. The Philadelphia branch of this association have been making extensive preparations for some time past for this event. Under their direction, the place of meeting was most beautifully draped and ornamented in honor of the occasion. stage was hung with a canopy of flags, and under this was a miniature encampment, with tents pitched, arms stacked, and accontrements hanging about in convenient localities. Over the stage were the portraits of the officers of the society, and on either side of the speakers' desk were stationed two brass field pieces, surmounted by regimental flags. The gallery front was decorated with bunting, silk flags, and appropriate devices containing the names of various battles and mottoes, and the end of the ball was likewise heavily draped. A large band was stationed in the gallery during the entire day, to discourse music at intervals

At 5 o'clock this morning the Philadelphia branch met at Broad and Chesnut streets, and proceeded to the West Philadelphia depot to meet the Pittsburg delegation, which arrived at that time, and escort them to their quarters. After having breakfasted the delegation reached the hall about 10% o'clock. They numbered about one hundred men, and their quarters were at the St. Cloud Hotel. Delegations were also present from Williamsport, Lock Haven, and other points. The officers of the organization for the past year were:-President, Andrew G. Curtin; Vice-President, William McCandless; Treasurer, Colonel John P. Taylor; Recording Secretary, Anthony Laws; Corresponding Sec-

retary, Colonel John H. Taggart.
The business meeting was held at 11 o'clock A. M., 10 o'clock being the hour, but it being delayed by the absence of General Meade. The General arrived upon the ground a few minutes before the meeting, and was greeted with prolonged applause.

In the absence of the President and First Vice-President, the meeting was called to order by General Barnes, who called upon Rev. J. J. Pomeroy, chaplain of the 3d Division, to offer

General Meade was then unanimously elected, and on taking the chair received the heartiest

The General returned his thanks in a short speech. He expressed his great regret at not having been present at the hour of 10 o'clock. On account of absence from the city until a late hour last night he was not made acquainted with the time of meeting. He expressed himself as heartily a member of the association, though he was only a honorary member. He said that whenever he saw a meeting of the Reserve Assoclation advertised he would be sure to be on hand. The Pennsylvania Reserves were the first command that the General held in the late war, and from which he was promoted to higher

The minutes of the previous meeting, held last year at Lock Haven, Pa., were read by the secretary, Anthony Laws, and approved.

A communication was read from Governor Geary, expressing regret at his inability to attend; also another from Mayor Fox, stating that he would be happy to accept of the invitation and be present in the evening; also another from Colonel William McCandless, expressing regret for necessary absence.

recess of fifteen minutes was then taken to enable the members to pay their annual dues, and enable the members to consult as to nominations for officers to serve during the ensuing

After the recess a report was made from each regiment, containing nominations for directors for the ensuing year.

The following were the nominations, and were unanimously elected:

First Regiment - Major J. R. T. Coates, Privates W. H.
Turner and Altred D. Ruhert.
Second Regiment - Private Charles Dovine, Lieutenant Daniel Craig, Private G. W. Mingus.

Third Regiment - Rev. J. J. Pomeroy, Lieutenant Sannel Griffe, Captain Jacob Leanhart.
Fourth Regiment - Private William A. Billigs, Private William Onden.

Fourth Regiment—Private William A. Billigs, Private William Ogden.
Fifth Regiment—Colonel J. A. Macfarren, Sergeant Joseph L. Macpherson, Captain Harry Paxson,
Sixth Regiment—Sergeant O. F. Benson, Private Isaac Harimann, Colonel Dixon
Seventh Regiment—Captain John Janison, Private W. H. Ryan, Private George Stewart.
Kighth Regiment—Corporal H. Larke, Sergeant E. Abell, Colonel S. F. Balley.
Ninth Regiment—Captain George H. Benners, Captain Robert Taggert, Private Krasmus Agnew.
Tenth Regiment—Captain George Norris, Captain Edw.
H. Henderson, Captain J. B. Robinson.
Rieventh Regiment—Colonel Daniel S. Porter, Colonel Robert A. McCoy, Corporal J. A. Oakmaz.
Twelfth Regiment—Major A. G. Olliver, Private John Kelley, Major J. H. Lucas.
Thirteenth Regiment—Captain J. W. Welsh, General W. R. Hartshorne, Private William S. Addlemsn.
Artillery—Private S. K. MacGinnis, Private C. B. Brockway, Frivate A. E. Lewis.
Cavalry—General J. P. Taylor, Captain Theodore Stack, Chaplain J. K. Beale.
On motion of Colonel William B. Mann, it On motion of Colonel William B. Mann, it

was decided to create an additional vice-presi-The Board of Directors then retired to nominate officers to serve for the ensuing year, and a recess was taken until they should be ready to

The directors nominated the following, who were unanimously elected by acclamation:-President—Ex Governor A. G. Curtin.
First Vice-President—Colonel W. R. Hartshorn.
Second Vice-President—Colonel Jesse Merrill.
Third Vice-President—Sergeant Donnelly.
Recording Secretary—Priva e charles H. Devine.
Corresponding Secretary—Unlocal John H. Taggart.
Treasurer—Leutenant Robert K. Smith.
Captain William P. McClellan was appointed orator for the next annual meeting. Adjourned

until 3 o'clock P. M. The Meeting This Afternoon.

At 3 o'clock this afternoon a large number of ladies and gentlemen assembled in Horticultural Hall to listen to the annual oration before the Reserve Association, which was delivered by General Ent. We thus summarize it: -

Oration by General Wellington H. Ent. Comrades of the Reserves: -The friendships formed around the camp-lires on the Potomac, the Rappahamnock, and the James find in this reunion a full expression. Your presence, the firm grip, the kindly greeting, are but true redections of that sym-pathy and manly affection which was generated in your breasts while together fighting the battles of your country, and which, while stimulating all the nobier impulses of the soldier, made you for the remainder of your lives friends.
It is a fitting reward for the privations, the hard-

ships, and sufferings of years spent in the field that a thrill of pleasure is enjoyed in the clasping of hands with another who has had a like experience And it matters not in what field he served, for the men who fought in Virginia, the great Southwest or along the coast of the Atlantic, were all actuated by an honest purpose; were, as soldiers, equally meritorious, and are to-day unitedly friends. And paradoxical as it may at first appear, it is this regard for men who have faced the storm of battle which impels us to extend the hand of fellowship to the soldier who fought on the other side. Thi is why to-day ex-Confederate soldiers of every grade hold, by Federal appointment, positions of trust and honor. It is why a score of them occupy seats in the Congress of the United States; why ac ex-Confederate general was taken into the Cabinet councils of the Government, and why one of the most lucrative positions in the whole Southern country was given to the veteran Confederate Longcountry was given to the veteran Confederate Longstrict by the veteran Federal Grant. All honor to
the two great captains: To the former, because he
was among the first to accept the situation resulting from the contest; to the latter, because in the hour of his and the nation's success he
dared to be generous. Had there existed a spirit of
malignity among the men constituting the opposing
armies, the establishment of peace might for a long
time have been hindered, and a war of extermination been waging at the present hour. If the friendly time have been innoered, and a war of extermina-tion been waging at the present hour. If the friendly feeling which animates the beasts of the men who contended with each other in deadly strife on the battle-field shall pervade all classes, the nation will

be as prosperous and powerful as its domain is great and its people chivalric.

The orator then reviewed at length the recent The crater then reviewed at length the recent war between France and Prussia. In our late "unpleasantness" the first engagement at all general in its character was fought minety-five days after the President's call, and in section one hundred days after the creation of Coafederate batteries had ocen commenced in Charleston Harbor. The time spent by our people in sharpening up their swords for the first Bull Run was more than twice that required by the Germans to shatter the military power of France.

Of course, after our people got ready, they did well. Bull Run speaks volumes especially the comments.

well. Bull Run speaks volumes, especially the run part, for the improvised armies engaged. But the essen which the French should have learned from

this fight was to be drawn from the expedition with which our side get away from the battle-field after being whipped. Paris might have been saved if a few American Congressmen had been at Sedan to show French soldiers, after being defeated, how to make a straight coat-tail for the capital of the nation. The battle of Sedan was, as has been said, decisive. It was the crushing up of the last of the Imperial armies. It left the French people powerless to defend. In short, it subjugated France, and made her Emperor a prisoner of war.

Report has it that Von Moltke remarked on one occasion that he "gave no study to the tactics or strategy of either of the American armies during the Rebellion, for the reason that he could learn nothing profitable from the scrambles of two mobs." If the man who captured Donelson and Island No. 16, and fought Pittsburg Landing and Shiloh, and hammered his way from the Rapidan to Petersburg, supported by the man who marched from Atlanta to the sea—the other who won at Antietam—and him who broke the back of Rebellion at Gettysburg, and the sea—the other who won at Antietam—and him who broke the back of Rebellion at Gettysburg, and Hancock and Speridan, could have suddenly the control of these armies, an opportunity might have presented itself to the Prussian veteranto

ain wisdom from a scramble.

It is difficult to account for the weak efforts, both offensive and defensive, of the republican armies, except on the ground of incilicient leadership. Instance the last sortic from Paris, in which 100,000 troops were engaged on the side of the French. A battle commencing in the morning and lasting until night was fought with a loss of 2000, or only two percent, of the whole holy. There contains cent, of the whole body. There certainly was a want of vigor somewhere in that effort to break through the lines of investment. How is it, com-rades? Is it bombast to say that one hundred thousand American soldiers, at liberty to pick out the weakest point in an extended line such as sur-rounded Paris, would have succeeded, or, after wrestling for a whole day, mark the place with more than 2000 killed and wounded? May I not add that hey would have broken through, notwithstanding he lines were composed of perhaps the best troops

Comrades, let us profit by the spectacle which France now presents to the world. After being conquered by the foreigner, compelled to cede large territory, and to pay immense war subsidies, she allows herself to become the prey of the politician, and is driven to the lowest stage of anarchy. Let us hope that the car not far distant when peace "with nimble fingers shall stop up the brazen throats of war," and prosperity and happiness again over "with nimble lingers shall stop up the brazes throats of war," and prosperity and happiness again exercise their genial influences in the vales and upon the vine-clad hills of France. But, above all, let as shun the rock upon which her fortunes were wrecked. Let us insist that prudence, justice, and firmness shall characterize the councils of the nation, that her rights as a nation shall be respected. that her honor shall be maintained to the full in the Cabinet, and then if, under the providence of God, it shall become our duty to again take up arms, we shall do so with alacrity, and strike with a power that shall be irresistible.

At 5 o'clock the members of the association are to partake of a grand banquet, and this evening a grand reunion in the form of a ball will take place at Horticultural Hall. Colonel Wm. B. Mann will be Master of Ceremonies.

THE LAST DAY OF THE FESTIVAL .- The Germans were pretty well tired out this morning in consequence of the excitement, anxiety, and fatiguing walks of yesterday. Nevertheless there were thousands up early and wending their way towards the beautiful park of the Philadelphia Rifle Club on Indian Queen Lane. The pavilions were beautifully decorated and appropriate mottoes were interspersed amid the profuse ornamentation of bunting.

At 10 o'clock dancing was commenced and kept up until 12, when the great assemblage broke up into coteries for dinner. In the afternoon, at 3 o'clock, the Linden tree, with appropriate ceremonies, was dedicated, and the peace monument, which was carried in the grand procession yesterday, was unveiled. Addresses were then delivered by Dr. Kellner and George Siegeman, and the societies sang, "Der Siegesgesang," and "Wer hat dich du schoner

CAPTURE OF BURGLARS AND THEIR TOOLS,-The celebrated James Logue, who is no infant in the ways of crime, was yesterday afternoon arrested at Franklin street and Girard avenue in company with two other thieves, under very suspicious circumstances. Policemen Godsall McGowan, and Haggerty, of the Twelfth district, were the officers who were instrumental in the capture of the burglars. The names of the other parties under arrest are John Walker and John Jenkins, alias James Hanly. These parties were observed to get out of a wagon at the above named place, when the officers made an examination of the vehicle. They found that it contained a most complete set of burglar's tools, including ropes, lanterns, powder pouches, jimmles, sledges, wedges, and in fact all the outfit required in the housebreaker's art. Logue and his two friends were placed under arrest, and will be before Justice Kerr this afternoon.

A GANG OF ROUGHS AT BROAD AND RACE STREETS .- Lieutenant Leach, with a squad of men, was detached to keep back the crowd yesterday at Broad and Race streets, but found difficulty in so doing by the riotous action of number of men said to belong to the Good Will Engine. The latter refused to obey orders, and one of the crowd stole from a police officer his club. Lieutenant McGuffin happening to pass that point, gave chase to the man who took the mace from the officer. The fellow ran, closely followed by the Lieutenant. When near the engine-house the fugitive stopped suddenly, and over went the officer. The fellow then jumped up and escaped. Just previous to this some one stationed in the warehouse at the southeast corner of Broad and Race streets threw a brick at the Lieutenant, narrowly missing the latter's head, and shivering itself into fragments when it struck the pavement.

ATTEMPTED LARCENY .- Thos. Forbey was drunk, at Eighth and Lombard streets, on Saturday afternoon. He was lying on the sidewalk' and a police officer observed his gold watch hanging out of his pocket. The officer took possession of the time-piece, and while going to the corner to obtain assistance to have the unprotected individual taken care of, one John White came up and attempted to steal the pocket-book from the pocket of the inebriated man. White was arrested and is under bonds

THE "GUT" GANG AGAIN .- Charles Parker and Samuel Hood are members of the "Gut" gang. These fellows, in company with others, last evening at Twenty-third and Locust streets assaulted several citizens. Officers O'Mealy and Conalin, of the Fifth district, sought to arrest the rioters, when they themselves were attacked. Hood and Parker, however, were taken into custody and Alderman Morrow held each in \$800 bail.

PICKPOCKET ARRESTED .- James Duffin was arrested at Dilwyn and Noble streets yesterday, on the charge of attempting to pick the pocket of a lady who was looking at the parade. She felt his hand in her pocket, and a gentleman saw the fellow make the attempt. arrested by Officer McGrath, of the Ninth district, and taken before Alderman Toland, who held him in ball for a further hearing.

MISS MINA FOSTER will give dramatic and poetic readings this evening, at the Amateur Drawing-room, on Seventeenth street, above Chesnut. The programme will embrace scenes from The School for Scandal, Henry the Fifth, London Assurance, and Romeo and Juliet, with other selections. The readings will be varied by music, and a very pleasing entertainment

may be expected. THEFT AT THE WRONG PLACE .- William Doane stole an embroidered chair cover from the telegraph operator's room at the Fifth Dis-Strict fation House yesterday afternoon. Lieutenant Flaherty came across the fellow at Broad and Chesnut streets, and ran him to the office of Alderman Morrow, who held him in \$800 bail.

WIFE BEATERS .- Andrew Doyle, living at No. 1928 Rochford street, has been held in \$400 bail by Alderman Pancoast for beating his wife; and George Reed, a resident of Pennsylvania avenue, below Nineteenth street, is under \$500 bonds by the same magistrate for the same

PETTY THEFT. - Catharine Michael, for stealing a door-mat from a house in the vicinity of Twenty-second and Wallace streets on Saturday afternoon last, has been sent to prison for thirty days by Alderman Pancoast.

ASSAULTED COLORED McCann and George Baird are under bonds by Alderman Morrow, for beating at Eighth and Locust streets, a few evenings since, a colored man named Murray and his wife.

YACHT RACE.

Large Regatta on the Delaware. A regatta yesterday took place in the Dela-ware between two classes of yachts. The first class included fifteen feet yachts and the second

class craft beyond that measurement.

For the first class the following were entered: Ida May, Charles G. Austin, George A. Scherr, Charles Abel, Hamilton Disston, Puilip Swei-kert, Kate D. Eaker, James S. Eggleton, An-drew Warner, Julia, Edwin Engle, E. S. Gil-bert, H. D. Turner, Edward Pratt, C. Hillman, Winona, A. S. Engles, John H. Cotton, John J. Hare, James D. Hefley, A. S. Eggleton, I. M. Harvey, Dodger, J. H. Wurst, J. D. Sidebottom, George Hoff, Grant, Shuster, Thomas A. Harvey, Dauntless, Samuel Wood, John Jeffries, and Edwin Ergee.

The second class consisted of the following:

Little Annie, J. B. Brewer, G. K. Wise, Jr.,
George Lewis, Mary Jane, Palmer, Agile, Will, Mary Emma, Jennie, Ida, and John Blotz.

The race was from Shackamaxon street wharf to the first buoy below the Block House and return. The boats started punctually at the time fixed and kept well together, and in the following order those of the first class came in:-Scherr, Eggleton, Cotton, Abel, Dauntless, Diss-ton, Pratt, and Morgan. Of the second class Little Annie was the firstin, followed by Brewer and Lewis. The prizes were a solid silver cake basket for the winning boat of the first class and a silver urn for the second class yacht.

THE DELEGATES.

Off to the Republican State Convention. This morning, at half-past 8 o'clock, the Un-conditional Republican Club, accompanied by Beck's Band, and arrayed in dark clothes, black silk hat, and immaculate gloves, departed from their quarters, at Broad and Race streets, for Harrisburg, to attend the convention which is to nominate Republican candidates for Auditor and Surveyor-General. This club is a temporary organization, consisting of the Senatorial and Representative delegates who are to represent our city in that State assemblage. It was officered as follows:-William R. Leeds, Sheriff, Chief Marshal; John McCullough, William M. Bunn, Register of Wills, and Christian Kneass, Esq., Aids. The list of delegates is as follows:— SENATORIAL.

William J. Pollock. 3. James W. Allen. William R. Leeds 4. Christian Kneass. 2. William R. Leeds REPRESENTATIVE.

1. Edward Cobb. Hillary Conger. 5. William King. Alfred Stimmel. 7. Ezra Lukens. 8. John McCullough. 9. Charles W. Ridgway. 18. James Newell. 7. Ezra Lukens. 8. John McCullough.

10. William Lambert. 11. William M. Bunn. 12. Ferdinand Dobler. Joseph R. Ash. David H. Lane. William F. Miller.

THE GREAT PEACE PAGEANT .- In our detailed report of the Grand German Peace Procession yesterday we accidentally omitted to make mention of the appearance which Shirley & Koons' shoe establishment made in the line This firm was represented by five great wagons and a barouche, beautifully decorated, containing the employes of their shops. The first wagon was typical of the cutters' department, being trimmed with red, black, and white morocco; the next represented the stock department, with machines running; the next contained the last-machine; the fourth represented the finishers' department; and the final one the children's department, with the motto, "Champion turn team of the United States." Each wagon was drawn by four splendid horses, and the whole elicited the applause and admiration of the lookers-on.

SNEAK THIEF. - Sergeant Donnelly, of the Seventh district, yesterday afternoon arrested a colored man named Joseph Rainford, who was charged with stealing money from the cashdrawer in the tavern of Pat Murphy, in that vicinity. Alderman Toland committed the pri soner.

eight to eleven o'clock, the German Democrat building, on Chesnut street, above Sixth, will be brilliantly illuminated with calcium lights of various colors. RUN OVER BY A WAGON .- William Creman. living at No. 810 Inquirer street, was run over

at ten o'clock this morning by a hay wagon at

Seventh and Columbia avenue and had his legs

TO BE ILLUMINATED .- This evening, from

badly injured. He was taken to the St. Joseph's New York Produce Market. New York, May 16.—Cotton quiet and weak; middling uplands, 1634c.; middling Orleans, 1634c. Flour quiet and steady; market without decided change. Wheat quiet and steady. Corn firmer: mixed Western, 79@80c Oats steady; Ohio, 65@69c. Beef steady. Pork unchanged. Whisky quiet at

FINE STATIONERY

Card Engraving. DREKA,

No. 1033 CHESNUT STREET,

BITTER WINE OF IRON.

There is neither health, enjoyment, or physica ceauty without a rich ferruginous circulation. FIFTY CENTS PER BOTTLE. HUBBELL, Apothecary, 1410 Chesnut St.

J.E.CALDWELL&@

No. 902 CHESNUT Street.

NEW DESIGNS IN

PLATED WHITE METAL

TEA SETS.

PEARL AND SATIN FINISH 3 18 stuths

BEAUTIFUL SPOT

WENONAH.

Its Hotel, its lakes, the fish pond, the old mill, the old railroad bridge, the handsome drives and avenues, the park, and many other points of interest, are in themselves sufficient attractions, while the NATU RAL ADVANTAGES of the tract, such as excellent water, rolling country, high and healthy location, facilities for drainage, and EASY ACCESS TO THE CITY, render WENONAH the most desirable place for building Country Residences within the vicinity of Philadelphia situated on the West Jersey Railroad, 11 miles from Camden, reached in FORTY-FIVE MINUTES from your place of business. The Hotel will be completed and opened about the 15th of June. Visit the place and judge it upon its merits. Tickets and information furnished by

DANIEL M. FOX & SON,

No. 540 North FIFTH Street.

TO RENT-DESIRABLE HOUSE, NO. 2107 DELANCY PLACE. Call from 12 to 5 o'clock.

FOURTH EDITION

New Dominion Advices.

Emigration to Winnipeg.

Destructive

AFFAIRS AT THE CAPITAL

FROM THE DOMINION.

[BY ASSOCIATED PRESS.] Exclusively to The Evening Telegraph.

The Homestead Bill. OTTAWA, May 16.—The Homestead bill has passed the Assembly. Its provisions are very liberal. One clause protects debtors coming here for five years against creditors.

Foundry Burned. DURHAM, Ontario, May 16.—The extensive foundry and machine-shop of A. & A. Cochrane were destroyed by fire yesterday. Loss, \$20,000. Emigrants to Winnipeg.

TORONTO, May 16.—Advices from Winnipeg to April 28 have been received. A batch of emigrants from the frontier of Huron and Bruce arrived there, and had to cut through ice in many places. The party speak highly of the country. The new steamer Selkirk, owned by Hiel, Grill & Co., had arrived, with a large amount of fruit and seventy passengers, from Fort Abercrombie in four days. The resolutions were proposed in the House for investiga-

The Outbreak of 1869 and 1870, and asking compensation for losses, and calling for punishment on those who took the life of Mr. Scott. The resolutions were lost; yeas 14. nays 5. The Attorney-General moved an amendment, which was carried, asserting the belief that the Dominion Government would as soon as possible decide as to the compensation and punishment of the offenders. The House threw on the Government the responsibility of seeing

Dwelling-houses Burned.

ST. CATHARINES, May 16 .- Four dwellinghouses and barns on Duke and James streets were destroyed by fire this morning. The occu-pants were G. P. M. Ball, William Amittle-berger, Patrick Riley, and A. T. Patterson. Loss, \$10,000; insurance, \$4000. No lives were lost.

FROM THE SOUTH.

[BY ASSOCIATED PRESS.] Exclusively to The Evening Telegraph. Arrest of a Murderer.

MEMPHIS, May 16.—John Ryan, a notorious ruffian, who murdered Miss Sarah Owen, residing near Mayfield, Ky., in 1863, and committed a number of daring robberies in Southern Kentucky about that time, was arrested in Ar-kansas a few days since and taken to Mayfield. Railroad Affairs.

The Little Rock Railroad Company is inviting bids to raise the road-bed out of the water. and check the damage of overflow, from Hopefield to Madison. It is said a change of grade is also centemplated.

FROM WASHINGTON.

[BY ASSOCIATED PRESS.] Exclusively to The Evening Telegraph.

Presidential Nominations. WASHINGTON, May 16 .- The President sent to the Senate the following nominations:-Nicholas Fisk, of New York, to be Assistant Secretary of Legation at Berlin; Herman Brown, of Indiana, to be Consul at Manatitlan; Wm. B. ward Livingston, Assessor of the Nineteenth

district of Pennsylvania. The Specie Shipments. New York, May 16 .- Specie shipments to Europe to-day amount to \$1,100,000.

PENNSYLVANIA LEGISLATURE.

Senate.

Senate.

Harrisburg, May I6.—Mr. Dechert presented a remonstrance against a market house at Fifteenth and Coates streets, Philadelphia.

Mr. White offered a joint resolution providing for a final adjournment on the 19th, which was voted down by a party vote, the Democrats vetting nay.

On motion, the vote on the bill relieving the Mechanics' and Girard National Banks from taxation was reconsidered, and the bill was then discussed at length.

Mr. Brooke moved to amend so as to diminish the time for exemption. Carried.

Mr. Billingfelt moved to amend by striking out all in the bill that proposes to refund money paid by the banks to the State Treasury. Lost

The bill was then passed to third reading.

On metion of Mr. Buckalew the Senate, without discussion or opposition, amended the House amendments to the Border Daimage bill, so as to provide for a revision of all the claims, and the issuing of certificates signed by the Governor and State Treasurer, and countersigned and registered by the Anditor-General, stating the amount of adjudicated claims. The certificates being payable only when the United States shall pay such claims. The revision of the claims is to be made under the direction of the courts of the several counties.

The following bills passed finally.—Senate bill changing name of Charles Wm. Heebner; Senate bill extending to the Harrisburg Park Association, Reading Agricultural Society, and Michael Haak, of Reading, the Damage Act of March 17th, 1849.

House.

House.

House.

The House met at 10 A. M.
Mr. Lamon offered a resolution recalling from the Senate the Senate bill for the pretection of show-bills, and the punishment of their mutilation, in Philadelphia, for the purpose of amendment. Agreed to.
Senate resolution asking the House to return to the Senate, for amendment, the Border County Claims bill, was concurred in and the request acceded to.
Mr. Thompson moved the consideration of House bill for reclaiming wet and marshy-land on the banks of the Delaware and Schuylkill rivers.
Mr. Woolever objected and the matter fell.
Mr. Smith called up House bill authorizing the Harrisburg City Council to appropriate money to pay George J. Boiton, of Bolton's Hetel, his bill, amounting to a thousand dollars, for entertaining President Johnson, General Grant, Admiral Farragut, and others, who were extended the hospitalities of the city in 1868. Passed.
Mr. Woolever, of Lehigh, attempted to have certain legislation relative to Allentown reconsidered, but failed, the Republicans voting in a body against him, representing that they had been waited on by a delegation on behalf of the Allentown City Government, which is Republican, asking that they should be supported.
The private calendar coming up immediately after, Mr. Woolever proceeded to object to all bills of Republicans, as a retaliation for their opposition to his legislation, whereupon Mr. Strang, on the part of the Republicans, proceeded to object of bills of Democrats, explaining frankly that he did so to show Mr. Woolever that he was playing with a two-edged sword, as the Democrats had fully two-thirds of the calendar.

This partsan objection then became general, and nearly all the bills on the calendar, as they were read, were objected to, and some bad blood was created between the members.

members.
Several motions to adjourn were voted down.
Finally, Mr Sterling offered the following:—
Resolved, That for the present calendar two objections shall be required to prevent the bill from being laid This passed by a two-thirds vote.

EEGAL INTELLIGENCE. TH BROAD STREET RAILROAD.

The Injunction Against the Thirteenth and Fifteenth Streets Railroad Made Perpetual, and the Great Highway to be Kept Clear. Court of Common Pleas-Judge Allison.

Judge Allison this morning delivered an opinion in the application for an injunction to restrain the Thirteenth and Fifteenth Streets Passenger Railway Company from laying tracks on Broad street, under a consolidation with the Navy Yard, Broad Street, and Fairmount Passenger Railway Company. He held that the roads were not connecting railroads in the meaning of the act; that the act of 1861 relating to connecting railroads did not apply to the city pas senger railway companies, and that therefore the onsolidation of the two companies was wholly legal and void. And even though it had been lawful, the ordinance of 1866, by which the city, in con-sideration of the defendants abandoning the right to lay tracks on Broad street, granted them the privilege of making a circuit on Spring Garden street, which was accepted by defendants, would be fatal to their case. The injunction applied for was then made pernetual

made perpetual.

The following is Judge Allison's opinion:

The general jurisdiction of Courts of Equity over cases of purpresture and naisance is placed beyond dispute by the s-ttied law of Englaud and of the several States of the Union, including the State of Pennsylvania. It is founded on the right to restrain the exercise or execution of that from which irreparable damage to individuals, or great public injury, must necessarily arise.

The exercise of this power by courts of equity—to restrain encreachments on rights and easements which are held for the use and benefit of the public—is often the

only efficient mode of defending the general as well as the individual interest of the citizen in highways and other public accommodations, and to prevent the invasion and destruction of those rights. This may be done by final injunction upon bill, answer and proofs, where the case is free from all reasonable question, or by special order to await a trial at law in either the civil or criminal tribulals of the land.

But these is no necessity for a trial at law to determine the character of an unauthorized encroachment on, or an illegal appropriation of, a dublic highway. Such an of a public street, is a nuisance per se, and may justly be regarded as a purprecture which is both general and special; general, because it is an attack upon that in which every one has an interest, and special, as te citizens who sustain damages and inconvenience greater than the community at large suffer.

The doctrine is fully austained in Eden on Injune, chap. II, p. 259; 2 Story, Equity, 201, sec. 21; Je-emy's Equ. Juris, Book 3, chap 2, sec. 1. In affirmance of this doctrine are the cases of Attorney General vs. Richards, 2 Anstruther, 663; same vs. Johnson, I Wilson, C. R., 37; Ambler, 104, per Lord Hardwick.

The Chief Baron, delivering the opinion in 2 Austruther, 615, says the prayer of the bill being to abate a nuisance (a wharf erected between high and low water marks), it is argued the Court can only consider that question as alone supporting the relief prayer for, and it is contended the Court cannot give such a decree, or at least not without a trial by jury. He adds, that may be, where the question is of nuisance and the evidence doubtful; and cites Lord Hale for the principle that, where a purpresture and nuisance have been committed, a decree to abate it will be granted.

We have had argued before us two applications to restrain the defendants, the Thirteenth and Fifteenth

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We have had argued before us two applications to restrain the defendants, the Thirteenth and Fifteenth Streets Passenger Railway Company, from constructing their proposed double track on Broad street, from Wharton to Spring Garden street. One of these bills is filed by the city of Philadelphia, and the other by citizens who are tax payers and owners of property fronting on Broad streets and residents upon said street.

The first named bill complains that the company defendant are removing the cobble stones from the street, without permission of the authorities of the city, and are obstructing the highway with its materials and ware thereby interfering with travel and endangering the safty of the citizens. The second bill alleges that the railway, if constructed, will be a nuisance in a public highway, which will depreciate the property of the plaintiffs, by obstructing the readway and impairing the beauty of Broad street, and that to permit those tracks to be laid will be in violation of the faith of the State and of the city towards complainants and other citizens of Philadelphin, as expressed in the act of Assembly of March 13, 1866. In each bill we are asked to restrain, by injunction, the construction of the railway upon Broad street, and though the equities upon which the prayers rest are different, the material facts and statements of both bills are alike.

But our right to interfere by injunction has been ghaintiffs; and because the right at law is not clear, and the breach is doubtful. After the repeated instances in which this Court has interfered in cases of thus kind, at the instance of the city, the question ought to be considered as at rest with us, even though there is no complaint of injury to the immediate prosperity of the corporation, but where the wrong is done to the citizens of the city, that though the city is only in a subordinate sense the owner of the highway which w the citizens of Philadelphia. Over the streets of the city they exercise control as supervisors of the highway, which makes it obligatory upon them to see that the streets are kept open for public travel, froe from all unlawful obstruction, and this obligation carries with it the responsibility of the city for loss or injury sustained by the citizen by reason of a neglect or improper performance of this duty, if it does not do more, and subject the individual members of Councils to indictment and punishment. We have the sutherity of the Supreme Court for the assertion that the city, in a proper sense, is to be regarded as the owner of the streets and as it will not be questioned that it has imposed upon it duties and responsibilities in connection with the care and proper management of them, it would seem to follow that where are encroachment is about to be made on one of the highways of the city that the corporate authorities possess the right to prosecute or defend the public interests in the courts of the Commonwealth.

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The injury is to them sufficiently certain and specific to enable them to maintain a standing in a court of equity, and to claim the exercise of its highest powers, when a proper case is made out, for, as is said in Com. vs. Ling. I. Parsons, 149, the injury to the whole community may quite equal that of the inhabitancy of the inmediate vicinage, which latter are admitted to be competent parties to ask relief in equity against the missin e, citting in support of the principle. Sampson vs. Smith, 8 Simons, 2.2 It is properly hold that from the express powers granted to a municipal corporation, as extensive as those conferred on the city of Philadelphis, the implied power here set up, flows from the very end and object of the corporation.

Such an implication securate be necessary that it may be clothed with authority to perform its proper duties in guarding the interests of the community which it represents. To deny this right would, in many cases, strip equity of that remedial justice which requires, that it may be effective, that it shall be prompt and even in weditate, to prevent irreparable mischief being done. See 2 Story's Kq. See 234, and Mayor of London. W. Belt. 5 Vessy, Jr., 129, Trustees, etc., vs. W. Cowen, 4 Paige, 510. Borough of Frankford vs. Lennig, Appondix to 2 Philada. Rep. 43. In the case last cited we held that the Borough of Frankford was a proper party to complain, and to a bill to restrain the construction of a wharf at the mouth of Erankford creek, into the tide way the of Delaware river, beyond low water mark; and in the case of Com. vs. Long, I Parsons, the general principle is maintained with great clearness and force by Judge King. Upon the question of the right of owners of proway the of Delaware river, beyond low water mark; and in the case of Com. vs. Long, I Parsons, the general principle is maintained with great clearness and force by Jurigo King. Upon the question of the right of owners of property fronting on Broad street to complain and seek relief by injunction, it will be necessary to say a few words only. Though they are private individuals, complaining of a public wrong, they do not rest the equity of their bill on this ground. The creation of a public nuisance is averred, but their claim to relief rests upon the special and individual injury which they assert that the building of these tracks will inflict upon them in the depreciation of their property. The case of Peterson et al. vs. the Navy Yard, B. and F. Railway, 5 Philadelphia R., 185, cited by the defendant against the right of citizens to an injunction to restrain the building of a track on Broad street is placed by President Judge Thompson on the ground that no special injury was set up, as caused or threatened to the complainant, which certainly cannot be said of the plaintiffs in the bill now before us. The case of Fanat vs. Passenger Railway Company, 5 Phil., 164, relied upon by the defendant, is an authority clearly against them upon this point. Strong, J., says the construction of a railway alous the public street of a city, if unauthorized by law, is doubtless a usisance; and though a public one, may be restrained by injunction, at the suit of a private person, who may suffer a special injury thereby.

thereby.

It is true, that ordinarily in applications, to prevent a threatened nuisance, the right of the complainant ought to be established at law, or admitted before an injunction will be granted. (The Judge doubtless intended a final injunction.) But if the injury apprehended be great, and the danger imminent, or if the act complained of will occasion a constantly recurring grisvance, an injunction will be granted even though there be a possibility that the anticipated private injury may not result from

That act is restricted in its application to such special laws as designate the time within which one such special laws as designate the time within which one such and opened form the appecial act conferring learners and opened form the special act conferring learners and opened form the special act conferring learners as a such as a company.

The defendants, the Thirteenth and Fifteenth Streets Company, are proceeding to build a double track on Broad street, under the original grant to the Navy Yard, B and F Railway Company, which company they claim became lawfully merged into the Thirteenth and Fifteenth Streets Company, and that by virtue of such a merger the two companies were consolidated: whereby all the property, rights, franchises and privileges of the Navy Yard, Broad Street and Fairmount Railway were transferred to and vested in the defendants. The lawfulness of this alleged merger is denied on several grounds, all of which, so far as they relate to the question of organization of the company, subscription to capital stock and payment of money thereon, and certificates required to be deposited with the Auditor-General, of agreement of merger, as well as a failure to commence construction of road within three years, are denied by the defendant.

There remains, however, to be disposed of several grounds of denial of lawful consolidation and merger, which are of the utwost importance to the defendants, and upon which, in a great degree, depends their right not only to extend the proposed double track north on that has been of lawful consolidation and merger, which are of the utwost importance to the defendants, and upon which, in a great degree, depends their right not only to extend the proposed double track north on that has been a failed to a very large extent other interests, which are grounded on the consolidation of corporate powers and rights. Much stress was laid upon which, in a great degree, depends their right to run their cars upon any other passenger railway now incorporated, in the mercant one. It plants itself upon the broad ground of a want of legislative license to consolidate, and argues that the first section of the act of May 16, 1841, P. L. 702, which confers the power of merger on railroad companies, has no application to passenger railway companies. If this position be well taken, it settles the question conclusively against the defendant, as it has not been pretended that there is any other legislative authority for the act of union, except the recital which is contained in the preamble to the law of April 4, 1883, entitled an act relating to the Thirteenth and Fifteenth Streets Passenger Railway Company, authorizing the issue of bonds. In this preamble the fact is recited that the two companies have become merged and consolidated, by agreements made in puruance of the terms of the act of May 15, 861, whereby it is stated all the rights, etc., of the Navy Yard, Broad Street and Fairmount Railway Company became vested in the Thirteenth and Fifteenth Streets Company. But it will at once be seen that all that had been done is referred to, and based on the law of May 18, 1861, whatever virtue that act possessed, the defendants, it is recited in this preamble, took to themselves in aid of their effort to merge. It is an averment of merger under the act of 1881, and nothing more. If that act did not authorize the attempted consolidation, this recital in the preamble to the act of 1881 of a subsisting fact, could not make valid that which before was invalid. It hardly needs the authority of a decided case for the principle that a preamble is no part of the law, and that it is only resorted to where the enactment is doubtful, to discover the intention of the law, makers. Where that is clear, the preamble can have no controlling influence over the law, and it has in itself no ensecting power. It is invoked in case of ambiguity or obscurity, in aid of a sound interpretation of the act; and where not required for this purpose, it is of no account what may be contained in the preamble. For this may

ways.

First, then, we have legislative action, time and again repeatedly expressed, in the form of laws dealing with the subject of rail cods, to the exclusion of railways; and at we later date, and upon almost each succeeding year, the two subjects presented clearly to the legislative mind, side by side; and whatever may be said of an occasional confounding of terms, or names, it may be safely averred that a distinction has always been clearly maintained becompany to build a railroad carries with it the idea of the establishment of a rood where none had before existed; it means to lay out and construct a roadway, first, by approximate the construct of the construction and upon a roadway is made to construction, and upon a roadway into construct of the construction, and upon a roadway into construct of the construction, and upon a roadway into construction, and the absolute or qualified ownership of the railroad by the company, and its use and enjoyment of the railroad by the company, and its use and enjoyment direction and control. The second thought is the direction of reight of the transportation of freight or for carrying reight in the passengers in care drawn by locarrying reight in the passengers in care drawn by locarrying reight in the passengers in care drawn by locarrying reight in the passengers in care drawn by locarrying reight in the passengers and reight, and of station! for various purposes, with thought to not set of the bind of the construction of station? In the construction of the construction of