Daily Evening Bulletin.

GIBSON PEACOCK Editor.

VOLUME XVIII., NO. 2.

OUR WHOLE COUNTRY.

PHILADELPHIA. TUESDAY, APRIL 12, 1864.

F. L. FETHERSTON, Publisher.

BULLETIN BUILDING 112 SOUTH THIRD ST.

EVENING BULLETIN PEACOCE, CHAMBERS & CO.

PROPRIETORS. 112 SOUTH THIRD STREET. PHILADELPHIA:

TERMS OF SUBSCRIPTION.

loss half a square DIAMONDS WANTED—For which the highest cash prices will be paid by LEWIS LADO-MUS & CO., Dealers and Jewelers, No. 892 thestnut street. Old Gold and Silver bought for apill-fife apii-6tģ

N EW WINDOW SHADES,
The largest stock,
The finest Goods,
The lowest prices,
At W. HENRY PATTEN'S,
1408 Chestnut street.

BENYAURD—On the 9th instant, Mrs. Elizabeth W. Benyaurd, wife of Joseph S Benyaurd, and only daughter of Richard A. and Margaret The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her father, 1231 South Fourth street, on Tuesday afternoon, at 3 o'clock. Interment at Union Cemetery. Union Cemetery.

**
DUGDALE—Suddenly, in Burlington, N. J.,
on the evening of the 11th inst., at the residence of
Samuel W. Taylor, his son-in-law, Thomas Dugdale, in the 75th year of his age.

Due notice of the time of the funeral will be given. *

JENKINS On Third day morning, the 12 h
inst., Mary S., widow of the late Jabez Jenkins,
in the 6-th year of her age.

The friends of the family are invited to attend
her funerat. without further notice, from her late
readence, No. 1034 Race street, at 10 o'clock, on
Fifth day morning, the 14th inst. Interment at
Friends' Southwestern Ground. ** Southwestern Ground. LOVE—On Saturday, the 9th inst., at Chestnut Hill, Caroline G., wife of John B. Love, and daughter of John and Anna Linton.
The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her father, No. 818 North Seventh Street, above Brown, on Wednesday afternoon next at 20 clock. ext, at 20'clock.

**
ROGERS—On the 10th inst., John B. Rogers, RUGERS—On the 10th inst., John B. Rogers, in the 29th year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral. from the residence of his parents, Samuel and Lydia Rogers, 1528 Vine street, on Wednesday, the 13th inst., at 3

1523 Vine street, on Wednesday, the 13th inst., at 3 o clock P. M.

**PETERS—On the evening of the 9th inst., Sarah Peters, daughter of the late Richard Peters, E q. The relatives and friends of the family are invited to attend her funeral, from her late residence, No. 2011 Walnut street, on Tuesday, 12th inst., at 3% o'clock P. M.. without further notice. *

RONEY—On the 12th inst., of consumption, Thomas S., son of the late Thomas Roney, Eq. The friends of the family are invited to attend his funeral, from his late residence, No. 1706 Locust street, on Saturday, 16th inst., at 10 o'clock A. M. **** TEEL—On the 11th inst., Catharine Ann Steel, daughter of the late James Steel.

The relatives of the family and her friends are respectfully invited to attend her funeral, from the residence of Abigail Decon, southwest corner of Marshall and Green streets, on Fourth day 13th inst., at 3 o'clock, without further notice.

OMBAZINES AND SUMMER BOMA ZINES, of every quality. For sale by BESSON & SON, ap12 Mourning Store, No. 918 Chestnut street. PER YARD, BEST BLACK SILK IN THE CITY. Wide enough for a dress with two seams. Best brown silks in the city. Silks of exclusive styles. Full stock of ordinary silks.

Black silks, from \$1 to \$20. Colored silks, fro \$1 to \$9. EYRE & LANDELL. ap9 SPECIAL NOTICES.

[For additional Special Notices see last page.] SAINT VINCENT'S HOME.—The Fair in aid of the Orphans will continue until THURSDAY EVENING. api2.3trp* CONGREGATIONALISM.—The triends of the New Congregations of of the New Congregational Church Enterprise in this city, will meet at 210 FRANKLIN street, this TUESDAY Evening at 8 o' clock. kit* OIL COMPANY, NEW.—A responsible OIL COMPANY, NEW.—A responsible party. Two wells now pumping on the land. Apply immediately for shares and a prospectus. Box 2650 P. O. Philadelphia. Stock book will close on WEDNESDAY. api1-2t-rp*

IRWIN : PETROLEUM OIL CO., OFFICE No. 226 WALNUT St.—Certificates of Stock of this Company will be issued, and the books open for transfer on and after TUES. DAY, April 12th, 1864. OSWALD JACKSON, api2-51*

Api2-5:*

NOTICE — The stockholders of the HOWE'S EDDY OIL COMPANY, are hereby notified that the Certificates of Stock are ready for delivery at the Office of the Company, 410 WALNUT street.

WM. PETTET, Secretary.

PHILADELPHIA, April 11, 1864. api2-4t*

THE OWNERS OF THE UNITED GOLD

Apired possession of the Windser property, thus making an addition of 2,000 teet on different lodes, have altered the title of said Company to the have altered the title of said Company to the "UNITED WINDSOR GOLD CO." Subscrip-C. D. INVILLIER'S, a12-3t rp* N. E. corner Third and Dock sts.

THE ARMY OF THE POTOMAC.

THE ARMY OF THE POTOMAC.

[Correspondence of the N. Y. Herald.]

ARMY OF THE POTOMAC, April 11.—The bridges crossing Bull run, Cedar run and Broad run, on the Orange and Alexandria Railroad, which were carried away by the recent heavy rains, were sufficiently repaired to admit the crossing of trains at three o' clock to-day. A special train, with Lieut. General Grant on board, was the first to cross. The General, with two members of his staff, left Quipeper at five o' clock this afternoon, and arrived in Washington at eleven o' clock to-night. The heavy rains of the past few days will still further delay any movement of the army for the present. The roads are in a horrible condition. In the meantime the organization of the army continues. Gen. Sheridan has assumed command of the Cavalry Corps. Gen. Kilpatrick has been relieved of the command of the 3d division, and Gen. Wilson, recently of the Cavalry Byreau, assumes command. Gen. Talbert has also been ordered to relieve Gen. Merritt, of the ist division. Gen. Merritt will have command of the St division. Gen. Merritt will have command of the Ist division. The 2d division, commanded by Gen. Gregg, remains the same.

The Funeral of Mrs. C. M. Kierland.—The

Commanded by Gen. Gregg, remains the same.

The Funeral of Mrs. C. M. Kirkland.—The funeral services of the late Mrs. Caroline M. Kirkland, the gifted authoress, took place yesterday atternoon at All. Souls' Church. An inclement storm prevailed, but the attendance was large, and ambraced many persons eminent in the world of letters and art. After the congregation were seated, a profound silence of several minutes' duration ensued, which was rendered the more solemn and from the organ commenced, and the coffin containing the remains was borne up the central aisle, the ceding the procession, the former pronouncing the surrection and the Rev. Dr. Lothrop pregular burial service, beginning, ''I am the reading the procession, the former pronouncing the surrection and the life,' and ending, 'Blessed Spirit, for they rest from ther labors.'

N. P. Willis, Peter Cooper, Wm. T. Blodgett, John E. Williams and forace webster.

On the coffin, which was of Rosewood, with anchor, and several wreaths, all, of exquisite these tributes of affection and esteem, a wreath, congregation. The coffin plate bore the name of the deceased, the date of birth, January 1801, and organ followed the burial service after which the Control, Boston, made the funeral address.—Nr. organ followed the burial service after which the Rev. S. K. Lothrop, D. D., of Brattle Street Church, Boston, made the funeral address.—N. Y.

LETIER TO WILLIAM C. BRYANT, ESQ., FROM R. F. STOCKTON.

To William C. Bryant. Esq., Publisher of the New York Evening Post Princeton, April 5th, 1864. Sir. I have recently observed several editolial sticles and communications in the Evening Post, in relation to the Joint Companies of New Jersey, which indicate a want of information as to the origin and history of those Companies, and their relations to the public.

I have therefore persuaded myself to believe that a few noise on the subject, from one who is intimately acquainted with all the circumstances which attended the origin and subsequent history of those companies, would not, at this time be unacceptable to you and the public. You will excuse, I hope, the liberty I have taken, and appreciate the noitie for addressing you in this form. The peculiar circumstances under which New Jersey adopted her present system of Internal improvements, seem, with the lapse of time, to have faced from the memory of the present generation. A brief reference to them and to antecedent events will enable all to appreciate more justly the proposed Congressional or any other interference with that system.

The communication between New York and Philadelphia was first carried on over the common roads of New Jersey by stages and farm wagons.

The communication between New York and Philadelphia was first carried on over the common roads of New Jersey by stages and farm wagons. These roads were maintained by the labor of the inhabitants of the different counties through which the roads passed. The inhabitants were assessed according to the extent of their landed property for that purpose. The rivers were crossed by open ferry boats. The ferries were authorized by law to charge specific tolls in proportion to the service rendered.

to charge specific toils in proportion to the service rendered.

The first step towards improvement was bridging the rivers. This the State was unwilling to do at the State expense. It was done by granting charters to companies to build the required bridges; thus the Hackensack, the Passaic, Raritan and Delaware rivers were bridged. Different Turnpike Companies were incorporated to build turnpike roads, with the right to exact toils of those who used the roads. Some of these charters were granted more than seventy years ago. The transit duties they have levied on the public have never been considered a hardship Whilst similar duties, the same in principle, exacted from the railroads and canal, have been unsparingly and perseveringly denounced. perseveringly denounced.

During the war of 1812, the military necessities

perseveringly denounced.

During the war of 1812, the military necessities of the government required the use of the New Jersey Roads. From Trenton to New Branswick on the Ravitan, could then be seen, wagons loaded with the cannon and munitions of war stuck in the mud, and consuming two weeks or more in passing over twenty-five miles. Then was the time when aid from any source would have been heartily welcomed, to assist in the construction of Roads or Canais across New Jersey. Noom then clamored for the Government to make canals or roads across New Jersey. It was not seen then that money was to be made by the interference of Government.

The lessons afforded by the experience of 1813-18-18 inspired patriotic Jerseymen with national motives for increasing the facilities for passing over the State.

Immediately after the peace of 1815, and soon after the commencement of the construction of the New York Erie Canal, the people of New Jersey began to take measures for the construction of the Ilelaware and Ravitan Canal. This was from the first considered a work of national importance and deserving of aid from the Federal Government.

A system of National Internal improvements along the sea-board, with the design of promoting the military defence of the Atlantic Coast, was recommended by the Secretary of War, the Hon.

Mr. Calhoun, during the first term of President Monroe. In his able report on that subject, Mr Canal as one of the most costly and important links in that chain of public works, which he recommended should be constructed at the national expense.

I shall not bere inquire into the reasons why the

expense.

I shall not here inquire into the reasons why the General Government failed to act in conformity with the recommendation of Mr. Calhonn. It sufficient to refer to the fact, that Congress refused to anthonize any expenditure for this important to authorize any expenditure for

work.

The citizens of New Jersey, however, for many years cherished the hope, that the Government would, sconer or later, adopt the policy of constructing such public works as were universally deemed important for national defence, and that when such a policy should be sanctioned, they felt confident that the Delaware and Raritan Canal would be made.

confident that the Delaware and Raritan Canal would be made.

The time was (only little more than a quarter of a century ago) when the projectors of those public works of New Jersey, now deemed to be so remnerative, were considered visionary men, who proposed to waste a great deal of money without any reasonable prospect of beneficial results. At this time it seems—almost incredible that those franchises (which are now supposed to be so valuable and useful, that organized cupidity, in order to gratify its lust for gain, invokes the Federal Government to destroy or impair them by the exercises of extraordinary powers, never before claimed to exist), thirty-three years ago, could with great difficulty be given away by the State of New Jersey. Yet such is the fact—nay, the State could not give them away upon terms on which capitalists were willing to accept, unless they were impregnably protected from competition. This protection was given from the necessity of the case; without it, neither Harlway nor Canal (the most important of the two) would have been commenced in 1830. two) would have been commenced in 1830.

In 1826 the Legislature of New Jersey granted a charter to some citizens of New York, to build the Delawaware and Raritan Canal. For various reasons, that company refused to proceed, and the charter was annulled.

reasons, that company refused to proceed, and the charter was annulled.

The Legislature was then vehemently importuned by extreme of New Jersey, to make the Canal a State work. All well-informed men in New Jersey perceived that some system of Internal improvement was indispensable to the development of the resources of the State. Enterprise languished and the prosperity of the State was paralyzed, her lands were becoming impoverished, if not worn out, her villages were stationary, her young men were leaving her as fast as they came of age for more inviting homes elsewhere.

Having given up all hope of any aid from Congress, or the State Government to the construction of the canal, a few of the most enlightened and public-spirited Jerseymen held a conference on the subject of the future of New Jersey. They fully discussed the proper policy to pursue, to enable her to keep up with the progress of improvements in other States.

The question of the comparative advantages of

in other States.

The question of the comparative advantages of Canals and Rail Roads was considered, and, whilst it was admitted on all hands that a Rail Road would be most profitable to individuals, yet it was believed that as far as respected its utility to the State, a Rail Road would be about as important as the fiight of a flock of pigeons across it.

But the Canal it was thought would be of primary importance to the State, and a work of great national utility, and to which all other public improvements should be subordinated. In these views, a large number of the citizens of New Jerprovements should be subordinated. In these views, a large number of the citizens of New Jersey sympathized, and an application to the Legislature was made for a charter to construct the Delaware and Raritan Canal. Whilst this bill was in progress, other parties applied for a charter to build a Rail Road from Camden to Amboy. These charters (be it bornein mind) were not close corporations—they were open to the citizens of the whole country. The Books of these Companies were opened by the usual advertisements, in siting all persons to subscribe, and appeals were made by committees to the general government, and to citizens of New York and Philadelphia, to aid in the great and hazardous enterprise of building the Ca-

great and hazardous enterprise of building the Canal.

The Railroad being less costly, and more easily managed by speculators; the majority of that stock was subscribed by a few particite citizens of New Jersey, which prevented its getting into the hands of speculators, to the ruin of the canal. *

But of the Canal stock, so much more important to New Jersey, only 1,300 of the 15,000 shares were subscribed, notwithstanding the great exertions made by its frierds to fill up the subscription. Here again any aid from New York or Philadelphia, or the Government would have been gladly obtained.

In this unpromising state of things, a citizen of great and hazardous enterprise of building the Ca-

obtained.

In this unpromising state of things, a citizen of New Jersey, a man of fortune, (well invested,) who had never embarked in a speculative scheme, was importuned for aid to save the Canal. He was assured that if the Canal falled then, it would be lost forever, and, deeming the Canal of infinite importance to the State and the Nation, he embarked in the enterprise.

He had no expectation of great gain from the investment, but he felt it to be a patriotic duty to secure, if possible, the construction of this Great National Work. He accordingly subscribed \$400,000, the balance of the stock necessary to save the charter.

Again, every effort was made to enlarge the sub-

the charter.

Again, every effort was made to enlarge the subscription. Appeals, public and private, were made time after time, to the patriotism of the public, but without success. Any man or number of men would at that time have been allowed to take part of, or the whole of the Capital Stock. But perhaps there were not as many patriots then as now, when such herculean efforts are being made to plunder the public treasury of New Jersey, and to break down the characters and fortunes of the men who came forward to construct by

beir own unaided efforts that Great National and State Work.

No additional subscription could be obtained without forther legislation.

No additional subscription could be obtained without forther legislation. See a subscription of the county of the cou

**Ratract from Report of Canal Board, of State of New York.—In the year 1837 the tolls received from the productions of our State, and for merchandise passing West, were \$1.022,607; from products from Western States, \$180,116. In the year 1862, the tolls received from products of the State, and for merchandise, were \$1,405,735, while the receipts from products of Western States were \$3.722,206.

How scruppliously New York has protected from railroad competition the State monopoly of carrying freight on the State

Il is an enure error to suppose that travelers and mercandise crossing New Jersey are tased by the State.

They are not even compelled to pay tolks for transit over her territory. Any person may go free in their own conveyance over the common roads. They are only liable to be charged tolks, regulated by law, if they preier to travel over the turnpikes or other artificial works—the property of individuals made at their own expense. A per critims of these tolks is paid into the State Treasury, by the individuals who constitute the Companies which have made these artificial works.

Therefore, the facts charged by these Companies for the use of their Railroads and Canal are clearly not a tax levied by the State on the passenger and on merchandise: because, if the State should relinquish all revenue from the Companies—still the passenger and the forwarder of merchandise would be required to pay the same fares as they do now. Nor would the investment of additional capital in the construction of rival works be likely to reduce the fares: it would probably increase them.

The term "transit duty," when used in our laws, means the mede of computing, with simplicity and certainty, the amount due to the State on the aggregate business of the Companies, nothing more.

The team of the same fares as they do now the aggregate of forwarder

more.

The smount paid by the passenger or forwarder is in no way affected by what has been inadvertently called a transit duty on passengers and merchandise.

In principle the tolls which are paid into the treasury of New York from the business done on her canals, are precisely similar to those which New Jersey exacts for the business done on her

New Jersey exacts for the business done on her public works.

A citizen of New Jersey cannot tie up his sloop to a wharf in New York or Philadelphia, unless he pays liberally for the privilege. But New Jersey, by whose legislation those great works were constructed, which have been so beneficial to New York and Philadelphia, is denounced, because she, in the exercise of an undoubted right, reserved to herself, some small compensation for the inestimable benefits she conferred on the country.

And what is the evil complained of, which is magnified into such meastrous proportions? Out

And what is the evil complained of, which is magnified into such meastrous proportions? Out of the hundreds of millions of property which are annually transported through her Canal and over her Railroads, she collects from the Companies for the benefit of her Treasury, net quite \$200,000, considerable proportion of which is paid by her own citizens!!

This is the gigantic crime—this is the tremendous imposition of which New Jersey is accused.

The State of New Jersey when she chartered the Delaware and Raritan Canal, and Camden and Amboy Railroad, and since, wisely secured to herself a revenue by taxing their business; and at the same time secured to all persons wishing to do so, a ready transit across the State, at a lower rate than on most other Railroads with which I am acquainted. On half the trains that run between New York and Philadelphia, the fare for passengers less than \$2.25, the highest fare being \$3.00, and the lowest \$1.50. All the trains are equally comfertable, if not equally fast, on account of the stoppages for way passengers.

comfertable, if not equally fast, on account of the stoppages for way passengers.

The Companies chartered in 1830, by their success and good management have acquired such credit, that with the use of that credit chiefly, they have been enabled to assist in the construction of Railroads in all parts of the State. The result has been, that New Jersey has covered her territory with Railroads, without encumbering herself with debt. Every county in the State has a Railroad, and the people of every county can reach either New York or Philadelphia, in three hours, or less time. The average value of farming lands now in New Jersey, exceeds that of the farming innds of any other State. The improvement of the lands of New Jersey, and the success of her Railroads have benefited New York and Philadelphia quite as much as New Jersey.

It is for adopting and adhering to a policy thus fruitful of beneficant results that New Jersey is made the object of attack, and that the General Government is invited to step in, and in the exercise of doubtful powers, to destroy these franchises and vested rights, to the protection of which, the public faith of the State of New Jersey is inviolably pledged. But it is said, that "the facilities for the transportation of troops and munitions of war from North to South, are entirely inadequate." This assertion is destinute of any shadow of excuse. What are the existing facilities?

1st. There is the Ocean.

2d. The Delaware and Raritan Canal.

3d. Camden and Amboy Railroad, via Camden and Amboy.

4th. Camden and Amboy Railroad, via Jersey

3d. Camden and Amboy Railroad, via Camden and Amboy.

4th. Csmden and Amboy Railroad, via Jersey City and Trenton, and Philadelphia Railroad, on which a double track is being completed.

5th. The New Jersey Central Railroad via Harrisburg. Upon any one of these routes, troops and munitions of war could be delivered faster than the government has ever yet been ready to receive them, as the exporience of 1861 testified.

But it is the right of the Camden and Amboy Railroad, which it is especially designed to destroy. Through them New Jersey is to be assailed. And what do facts prove as to the facilities of that Company. Jompany.

It may be supposed that the full measure of the

for New York.—In the year 1837 the tolls received from the productions of our State, and for merchandise passing West, were \$1,602,607; from products from Western States, \$160,116. In the year 1862, the tolls received from products of the State, and for merchandise, were \$1,465,735, while the receipts from products of Western States were \$3,722,206.

How scrupulously New York has protected from railroad competition the State monopoly of carrying freight on the Eric Canal, is known to all.

New York employed for many years a great number of laborers to build her canals, and over certain tolls, which all pay who use her canals.

New Jersey employed certain chartered companies to make her canal and railway across the State, and she charges these companies specific tolls on the Itelant and Fower gase these companies specific tolls on the Itelant and Fower gase these companies of New Jersey or citizens of other States.

It is an enure error to suppose that travelers and mercandise crossing New Jersey are tased by the State.

They are not even compelled to pay tolls for transit the State.

It he state.

Very truly yours, the state of New Jersey are tased by They are not even compelled to pay tolls for transit the State.

They are not even compelled to pay tolls for transit the State.

It he state to the other sides that travelers and mercandise crossing New Jersey are tased by They are not even compelled to pay tolls for transit the State.

They are not even compelled to pay tolls for transit the State.

It here the privileges one true the provileges conferred by their charges considered, their own rights and interests, to have erally protected them of being.

They claim, while they have properly protected the monopoly than their worst enemies ever accused them of being.

They claim, while they have properly protected the proble from the unscrupulous cupidity of speculation of the public remains the transit of the Eric Canal, is known to all the provileges conferred by their charges of these companies are interested

COURTS.

DETRICT COURTS.

DETRICT COURT—Judge Hare.—Hunsicker vs.
Merritt, Before reported: verdict for planniff.
Rhodes vs. Bailey. Before reported; Jury out.
District Courst—Judge Sharswood.—Jno.
Mustin vs. Robt. Riddle, Executor &c., a feigned
issue; verdict for plaintiff.
Frederick McGlade vs. Work, McCouch & Co.
—This was a curious case and grows out of the
mania for speenlating in feld. The plaintiff seeks
to recover from the defendants \$383. He was a
waiter at one of the hotels where brokers are in the
habit of dining, and hearing their conversation in regard to stock and gold
trensactions, he concluded to enter the
list. On the \$4th of February, 1863, he collected
his money together and sold the amount, \$583, for
gold at 72% premium He realized \$400 in gold
and then undertook the speculation, shown by the
follewing memorandum:

"PHILADELPHIA, February 24, 1863.—Frederick
McGlade has left three hundred and forty dollars
in American gold as a margen on \$5,600 American
gold sold him this day at 72%. Buyer thirty days.

"WORK, McCOUCH & CO."

Before the thirty days expired, gold had fallen
to 40, and consequently the whole of the plaintiff a margin was swallowed up, and instend of a
gain, he had lost all he invested Not content
with this, he brings suit for the recovery of the
\$583, and alleges, among other things, that the
con-ract was illegal, as it had no stamp on it. On COURTS.

INDIAN BELICS.

In excavating through a gravelly ridge on the line of the Pittsburgh and Erie Railroad, some two miles west of town, the steam excavator suddenly struck into a large bed of human bones. After examination, a conclusion was arrived at that they were the remains of Indians killed in battle.

Indian burying-places are frequently discovered in this vicinity, but in almost every instance arrow-heads, beads, stone tomahawks and other implements and ornaments pertaining to savage life, are found with the remains, which latter were always placed with uniformity in the graves. In this case, there was nothing found save the skeletons, and they appearing to have been closely packed and placed promiscnously for convenience in unterring. The pits or trenches were about four feet from the surface, and estimated by the workmen to have contained from two to three handred skeletons. It is presumed there are others in the vicinity, marking the spot where a terrific Indian hattle must have taken place at least two hundred years since.

battle must have taken place at least two hundred years since.

The evidence that they are of Indian origin is, the phrenological developments of the skulls indicate the savage characteristics. That they were killed in battle is manifest from the fact that all that were examined were found to be males, and many of the skulls were broken or fractured, in all probability the effect of blows with the "War Olub."—Eric (Pa.) Observer.

Shooting Case in Alleghent.—Mrs. Mary A. Blackstock, who was arrested on Saturday for shooting Robert Simpson on the shoulder, waived a hearing, and the Mayor held her to bail in the sum of \$1,000 for her appearance at Court to answer the charge. Mrs. Blackstock is the widow of Mr. James Blackstock, and formerly resided in Allegheny city, but for some time past has been living in Sewickley. Simpson had been paying his addresses to her for some months, and she alleges, was engaged to be married to her. Last week, however, Simpson married another lady, which so incensed Mrs. Blackstock, that she endeavored to take his life. At the Mayor's office she informed him that she was sorry she had not killed him, but as soon as she was relieved from her present difficulty, would do so.

Mrs. B. is the mother of a small family, and, we understand, has a son in the army. She is a fine-looking woman, and is about thirty-five years of age. Simpson is well known in Allegheny, and is employed at the Pearl Steam Mills. The sympathies of the public appeared to be with Mrs. Blackstock, and when she stated to the Mayor that she could not procure hail, a number of citizens stepped forward and offered to be responsible for her to any amount. Messrs. A. Hobson and J. Minet art are hef sureties. The affair created a great excitement in the city, and the facts in the case were freely canvassed.—The trial will probably take place at the next term of Court.—Pitts-burgh Gazette, 11th. SHOOTING CASE IN ALLEGHENY .- Mrs. Mary

A FRIGHTFUL JUMP.—On last Wednesday night a recruit for the 2d Ohio Cavalry, named Michael Clark, leaped from a third-story window at the rear end of the Empire Block, in Warren, Ohio, to the ground, a distance of thirty-three feet. In his descent he struck a fight of steps, which were partly crushed by the concussion. Strange to say, he escaped with comparatively little injury.

ARMY INVALIDS.—On Saturday last there were 2,459 patients in the eleven army hospitals of the Middle Department,

CITY BULLETIN. CONSECRATION OF SAINT CLEMENT'S CHURCH.

Consecration of Saint Clement's Church.

Consecration of Saint Clement's Church.

This beautifal edifice at the corner of Twentieth and Cherry streets, was consecrated this morning finished some years ago, but in consequence of a debt resting upon the building it remained until the present time unconsecrated. The indebtedness of the parish having been liquidated, the Bishop of the diocese, offered to set apart this church to the ascred uses for which it had been erected. At the appointed hour Bishop Potter and Bishop Lee (of Delaware) in full Episcopal robes, attended by a goodly number of the clerry of the city and vicinity in surplices formed in procession at the southern porch of the edifice, where they were received by the church wardens and vestry men. The Bishops and Clergy then moved towards the aitsr, repeating alternately the 24th Psalm, "The earth is the Lord's and and they that dwell therein." &c. The instruments of donation and endowment were presented to the Bishop and the building was then duly consecrated and separated from all unhallowed, worldly, and common uses.

A sermon appropriate to the occasion was preached by the Rev. Dr. Wassburn, Rector St. Mark's. The church was densely crowded, as a general invitation had been extended to all the Episcopal congregations. The music, which was under the direction of Mr. Frank Darley, was remarkably fine

Episcopal congregations. The music, which was under the direction of Mr. Frank Darley, was remarkably fine

Saint Clement's Church was finished in 1859. The corner-stone was laid by Bishop Potter, May 12, 1856. It is in the Romanesque style, and was built after plans furnished by John Notman, Esq. Architect, who also superintended its erection. The Church is on Twentieth street and the entrance to the Church by porches on either side near the west end. The tower, with the spire is nearly two hundred feet in height. The interior of the building is one hundred and forty feet in length, including the Chancel, and sixty feet in width. It is without galleries, and will seat about one thousand persons. The organ, built by John O. Stanbridge, is a powerful and fine-toned instrument. The total cost of the building ground and furniture was \$65,000. The Rev. H. S. Spackman was Rector from 1855 to 1863, when he resigned. In March, 1863, the Rev. Treadwell Walden accepted the Rectorship. Rev. Mr. W. was formerly pastor of a Church at Norwich, Conn. Rev. James Saul has been recently appointed Assistant Minister of this parish. A lot of ground west of the Church has been secured for the erection of a Sanday-school building, which is to be commenced in a few weeks. This will furnish ample accommodations for the large and increasing Sunday-school, the Dorcas, and other societies connected with this flourishing congregation.

PARADE OF COLORED TROOPS.—The troops now at Camp William Penn will make a parade in the city to-morrow. The line will consist of five companies of the 25th Regiment. Lieutenant Colonel Hitchcock, the 32d Regiment, Colonel Geo. W. Baird, and six companies of the 42d Regiment, Colonel Geo. W. Baird, and six companies of the 42d Regiment, Lieut. Col. Hall. Col. Wagner will command the whole force. The troops are expected to arrive in the city about nine o'clock, and will pass over the following route: Up Master to Sixth, Sixth to Green, Green to Fourth, Fourth to Jarch, Arch to Eighth, Eighth to Vine, Vine to Seventeenth, Seventeenth to Walnut, Walnut to Sixteenth, Sixteenth to Spruce, Spruce to Broad, Broad to Chestnut, Chestnut to Twelfth, Twelfth to Girard, Girard to Eleventh, Eleventh to Chestnut, Castnut to Committee Rooms; then countermarch down Chestaut to Third, Third to Walnut, Walnut to Tenth, Tenth to Washington, Washington to the Refreshment Saloons, returning up Washington in Third, Third to Master, Master to North Pennsylvania Railroad Depot. Maj Gen. Cadwalader will review the procession from his headquarters in Girard street.

Messra. Scott & Stewart have arranged for next Thorsday, 14th present the content of the content of the procession from his headquarters in Girard street. PARADE OF COLORED TROOPS.—The troops

MESSRS. SCOTT & STEWART have arranged MESSRS. SCOTT & STEWART have arranged for next Thursday, ith inst., at the sales-rooms, No. 622 Chestnut street, a large assortment of fine Frerch. English and American Paper Hangings, comprising the finest goods ever imported and made for sale in this country. The public will find styles to suit every taste, not only in low-priced papers, borders. &c., but also the finest decorations for halls and dining-rooms, with magnificent velvet and stamped gold papers, suitable for the parlor, library, and sitting-rooms. This opportunity should not be neglected by our citizens and country dealers generally, as it will be the last and only sale offered. Every lot is to be sold, and we feel confident that our subscribers will thank us for noutying them in time, especially at this season of the year. The Volunteer Refreshment Saloons .-

The Volunteer Refreshment Saloons.—
Through the mistakes of reporters and typesetters the two volunteer refreshment saloons of
this city are often confounded. In order that those
who have visited them may understand the
matter, we state here that the fifst one established
was the "Union Volunteer Refreshment Saloon,"
at the corner of Washington and Swanson streets.
The other is the "Cooper Shop Volunteer Refreshment Saloon," on Oswego street, near Swanson.
They have entirely distinct organizations and
separate funds. Both these institutions are still
engaged in their noble work of caring for soldiers,
and the demands upon them were never greater
than they are now. They deserve the most liberal
support from our citizens, and they should not be
forgotten in the Great Central Fair.

Philadelphia Society for the Employment

forgotten in the Great Central Fair.

PHILADELPHIA SOCIETY FOR THE EMPLOYMENT OF THE POOR.—This association held its seventh annual meeting yesterday, at the House of Industry. The annual report shows that 673 persons were received as immates during the year. They received board and lodging, and in some destitute cases, clothing, and remained from four days to one week. During the winter 2?7 persons applying at the door have been furnished with meals; 1,755 dinners have been given to the children of the white industrial school, and 1,263 to the women employed in the workrooms, making in all 3,250 meals given to others than inmates. The receipts of the Society were \$6,653 79, and the expenditures \$5,951 21, leaving a balance of \$702 50 in the Treasury.

Anniversary.—The Spring Garden Fomale

Anniversary.—The Spring Garden Female Anniversary.—The Spring Garden Fomale Bible Society held its twenty-first anniversary meeting last evening, at the Church at Broad and Brown streets. Addresses were delivered by the pastor. Rev. P. S. Henson, Rev. C. P. Krauth, Rev. R. C. Matlack, and Rev Jas. M Crowell. The annual report of the Society was read showing that there had been distributed from April, 1863, to March 15, 1864, the following books: English duodecimo Bibles, 49; octavo do, 4, German duodecimo, 14; and French, 2; also, 4 Testaments and Psalms. The expenses of the Society amounted to 8372 26, and the receipts to 880 69.

Excerns Thess.—Between exciting debates . Exciting Times.—Between exciting debates EXCITING TIMES.—Between exciting debates in Congress, news from "the front, and Great Sanitary Fairs, we live in exciting times. The public pulse is kept constantly up to fever heat, and the public mind has plenty of occupation. The public mind does well to keep pace with the propress of the times; but it should keep in view that the public body also demands some attention; as for instance it wants to be clad in apparel from the Brown Stone Clothing Hall of Rockhill & Wilson, Nos. 603 and 665 Chestnut street, above Sixth, and it will accept of nothing inferior to the products of this famous establishment.

Soirem Gywashille.—This evening an extended the street of th

Soires GYMNASTIQUE .- This evening an at-Soires Gymnastique.—This evening an attractive entortainment will be offered to the large number of persons who will visit the Academy of Music. All the classes connected with the Philaphia Natatorium and Physical Institute, including the pupils of Prof. Roih's Academy, will give a Soiree Gymnastique, the proceeds of which will be contributed in aid of the great Central Fair. The performers will number about one hundred and fifty persons, male and female, and will give a novel and attractive exhibition of all the modern gymnastic exercises.

THE MARINERS' BAPTIST BETHEL.—This beautiful building, on Frontstreet, above the Navy Yard, will be opened for public worship on Tuesday evening, April 12th. Addresses will be delivered by Rev. J. Wheaton Smith. Dr. Jeffries, Rev. Phineas Stowe, Boston; Rev. Ira R. Steward, New York; Rev. S. W. Zeigler, Lewisdurg; Rev. Joseph Perry, Pastor, It will no doubt be an honor to all concerned in its erection, and a blessing to the sailor. THE MARINERS' BAPTIST BETHEL .- This HISTORICAL SOCIETY OF PENNSYLVANIA .-

A stated meeting was held last evening. A number of donations, consisting of photographic views, ancient curiosities, &c., were received. A resolution was adopted appointing a committee of six to ascertain. If possible, whether the old Penn mansion at Second street and Norris alley cannot be preserved, and removed to the public park, or some other suitable place, or to purchase the site and keep the building where it is.

The Crival Hour Squar. A stated most

THE GIRLS' HIGH SCHOOL .- A stated meeting of the Controllers of Public Schools will be held this afternoon, and the report of the Committee, appointed to invertigate the charges against the Girls' High and Normal School, will be considered. The report recommends the adoption of a resolution declaring the position of Principal of the Girls' bigh and Normal School yacant from the first day of May next first day of May next.

THE CONCERT TO-MORROW EVERING. -The The CONCERT TO-MORROW EVERING.—The grand concert to take place to morrow evening at the Foyer of the Academy of Music promises to be one of the most brilliant affairs of the season. Tickets may be obtained at Risley's book stand, in the Continental Hotel. They should be secured at an early hour by all who wish to attend the concert.

THE CITY BOUNTY FUND. This morning warrants for \$7500, to pay the city bounty to vol-unteers were issued by the Mayor. This represents the enlistment of thirty men. Yesterday the amount was only \$3000, for the payment of twelve recruits.

BROKE Down. Some months since the bridge over the Cohocksink Creek, at Beach street, was carried away by a canal boat. A temporary structure was then put up to allow the kichmonar cars to pass. The latter broke down this morning. cars to pass. The latter broke down this morning, and the cars have to be taken over by another

FOR THE SANITARY FAIR .- The receipts of the Fifth and Sixth Streets Railway Company to-day are to be presented to the Saritary Commission on behalf of the great Fair. The other railway companies in the city should follow the liberal and patriotic example set by the Fifth and Sixth streets-company.

TROOPS EXPECTED .- A despatch from New TROOPS EXPECTED.—A despatch from New York states that a Massachusetts Regiment, 459 strong left that city at noon to-day. The regiment may be expected in this city at eight o'clock this evening and will be entertained at the Volunteer Retreahment Saloons. ATTRACTIVE CONCERT.—The Concert on Fri-

day evening, at Handel and Hayda Hall, promises to be a very charming one. The proceeds are for the benefit of the Sanitary Fair. The programme is varied and extremely interesting. Destructive Fire.—The oakum factory of John Mansley, on the west side of the Schuylkill, opposite Laure! Hill, was partially destroyed by fire about five o'clock yesterday afternoon. The loss is estimated at \$3,600.

ST. VINCENT'S HOME.—The attractive fair now being held for the benefit of the Orphans of St.
Vincent's Home, will be continued until Thurs-

Vincent's Home, was day.

THE UNION LEAGUE.—George Thompson, Eq., of England, delivered an address before the Union League last evening. The attendance of members was quite large.

Hospitale —During the past THE ARMY HOSPITALS.—During the past week there were admitted into the different Government Hospitals 178 patients; returned to duty, 325; deceased, 18; remaining, 3, 108.

CHARGED WITH STABBING.—Randolph Gray, charged with stabbing Wm. Engard, had a hearing last evening before Alderman Kennedy, and was committed to answer.

TRIPLETS.—A lady residing in the Seventh Ward this morning gave birth to three children-two boys and one girl.

PURE OLD COGNAC BRANDY.—Messrs. Davis & Richards, Arch and Tenth streets, have con-stantly on hand a very fine article of pure Old Brandy, expressly adapted for medicinal purposes, to which we invite the attention of physicians and others.

THE LADIES are crowding the Stores of Oakford & Sons daily in quest of one of those beautiful new styles of Misses' and Children's Hats, which are unequaled by any store in our city, for beauty, style and durability, while the prices are such that it is really astonishing how the secret is easily explained—the profits are small—the sales immense. Get your little ones a hat now.

Stores under the Continental Hotel. CARAMELS and Chocolate Creams flavored with maple, bisque, orange, banana, &c. The richest and finest Confections made at the Caramel Depot, No. 1069 Walnut Street. BURNEIT'S TOILET PREPARATIONS are re-

markable for a delicacy of perfume and healthy purity very seldom met with.—Louisville Dem-DEAFNESS AND BLINDNESS.—J. ISABCS, M.D.,

DEAFNESS AND BILIDNESS.—J. IS2ACS, M.D., Professor of the Eye and Ear, treats all diseased appertaining to the above members with the atmost success. Testimonials from the most reliable sources in the city and constry can be seen at his Office, No. 511 Pine street. Artificial eyes inserted without pain. No. charges made for an examination. Office hours from 8 to 11 A.M., 2 to P. M., No. 511 Pine street. BEST AND PUREST COAL in the city; none better; please try it. Samuel W. Hess, Broadstreet, above Race, east side.

FINE CLOTHING, Ready-made and made to order, in the best manner and most fashionable styles. The subscriber is able to offer to the public the strongest inducements to purchase clothing of him, and will guarantee to all his customers entire satisfaction.

WILLIAM S. JONES,

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1	CORNS RUNTONS Invested Nails Enlarged
1	Joints, and all Diseases of the Feet cared withou
ł	pain or inconvenience to the patient, by Br.
1	Zacharie, Surgeon Chiropodist, 921 Chestnu
1	street. Refers to Physicians and Surgeons of the
1	city.
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AMUSEMENTS. THE WALNUT.—A very fine house greeted Mr. Wallack, Mr. Davenport and Mrs. Farren last evening, and "Othelio" passed off brilliantly. This evening 'Macheth' will be given, Mr. Wallack appearing in his almost unsurpassed character of the usurping Thane. He has no superior in this part, to our thinking, and we never see Mr. Wallack play it without learning something from this great yet unassuming actor. Mr. Davenport plays Macduff and Mrs. Farren enacts Lady Macheth.

Macbeth.

THE ARCH.—"Rosedale" will be played, as usual, this evening.

THE CHESTNUT.—"The Octoroon" will soon be withdrawn, and every one who has failed to see it should take an early opportunity. It is certainly one of the most thrilling dramas of modern times, and it has never been played more beautifully than by Mr. Grover's company.

SIMMONS'S SOIREES—SECOND SERIES.—By the advertisement in another column it will be seen that Simmons, the Arch-Illusionist, whose soirees attracted such large and delighted crowda last week, will give a second series of seances at Concert Hall, commencing this evening, and will, we have no doubt, test the capacity of the Hall.

THE MINSTERIS abiding at the Eleventh Street THE MINSTRELS abiding at the Eleventh Street Opera House offer a very good bill to-night.

IMPUDENT SWIEBLE.—A swindle of a somewhat impudent nature was perpetrated on a resident of Meadwille, Pa.. at Cincinnati, one day last week. He was standing before the door of one of the Cincinnati banks, just after it had closed for the day, when two genteel leoking individuals went to the door and finding it locked, were leud in expressions of disappointment in not being able to get their check for a thousand doilars cashed—in fact they were ruined unless they could get the money. they were ruised unless they could get the money, and only two minutes too late. Our Orawford country friend pitted their condition, purchased their check for \$940, and learned next morning, on presenting it at the bank, that it was good ter 'nix.' Rether a bad sell, this,