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GIBSON PEACOCK, CASPER SOUDER, Jr., F. L. FETHERSTON, ERNEST C. WALLACE. THOMAS J. WILLIAMSON. The BULLETIN is served to subscribers in the city at 18 cents per week, payable to the carriers, or \$8 00 per

MARRIED.

HASELTINE—MARSHALL—In New York, Wednesday, Feb. 28th, by the Rev. Sam. Cooke. D.D.. Wm. Stanley Haseltine and Helen, daughter of the late C. H. Marshall, Esq. SERRILI—BABB—On the 1st instant, at West Chester, by Friends' Ceremony, John S. Serrill. of Philadelphia, to Rebecca S. Babb, of West C. ester.

DIED.

BENYHILL—In Allegheny City, Feb. 28th, Mrs.
Susan Benyhill, in the 88th year of her age.
BETHELL—After a lingering illness, on the 27th
ult., Deborah A.. wife of Joshua Bethell, in the 62d
year of her age.
The relatives and friends are invited to attend the
funeral to-morrow (Sunday, March 4th.) at 3 o'clock.
P. M. Residence, Frankford road and Otis. Interment
at Hangwer street ground.

P. M. Residence, Frankford road and Otis. Interment at Hanover street ground.
BOOTH—On the 2d instant, Sarah Ann, widow of the late Thomas L. Booth, in the 46th year of her age. The relatives and friends of the family, are respectfully invited to attend her funeral from, her late residence, No. 155 Laurel street, below Second, on Tuesday morning, at 10 o'clock, without further notice. To proceed to Monument Cemetery.

FOTTERALL—On Friday morning, 2d instant, FOTTERALL—On Friday morning, 2d instant, Stephen G. Fotterall, in the 70th year of ula age.

The friends of the family are invited to attend the funeral from his late residence, No. 902 Spruce street, on Monday, 5th instant, at 10 o'clock, A. M.

HAVERLY—At Toledo, Ohio, on the 1st instant, Mrs. Sarah Haverly, wife of J. H. Haverly, aged 24 years.

years.
Funeral from the residence of her parents, No. 119
Congress street, to-morrow, the 4th instant, at two o'clock.
LARDNER-On the 3d instant, John Lardner, in the

ith year of his age.

His male friends are invited to attend his funeral om No 2016 Detancy Place on Tuesday next, at 10 A. M. LIGHTFOOT-On the 28th instant, of pneumonia. Ruth Ann, wife of Wm. Lightfoot, in the 48th year of Ruth Ann, wife of Wm. Lightroot, to the iner age.
The funeral will leave her late residence, No. 3703 Baring street, to meet the 8 o'clock, A. M. train for West Chester, on Monday, March 5th.
MARTIN—This morning James Martin, in the 78th year of his age. Due notice will be given of the year of his age.

MARTIN-Ampered MARTIN-Ampered No. 1731 Arch street, on Tuesday, 6th Instact, at one o'clock, P. M. with Instact, at one o'clock, P. M., without further notice. To proceed to Laurel Hill.

WHITE MOREENS FOR SKIRTS. Green Watered Moreens, 6-4 and 5-4 Green Baize, White Cloth for Se White Evening Silks. EYRE & LANDELL, Foorth and Arch

RELIGIOUS NOTICES.

SHURT SERMON. BAPTISM and Commu-nion, Eleventh and Wood, Sabbath, 31/2 P.M. 11/2 DR. SEISS ON THE APOCALYPSE.— Seventh Lecture To-morrow evening 71/2 o'clock,

REV. G. D. CARROW will preach in Union M. E. Church, To-morrow at 10½ A, M., and 7½ It PROFESSOR MORRIS will preach at Assembly Buildings, To-morrow Evening, at 7%

THE REV, W. W. NEWELL (Unitarian) will preach at Langstroth's Hall Germantown. Tomorrow, at 10% o'clock, A. M., and 7%, P. M. CENTRAL CONGREGATIONAL CHURCH,

ST ANDEW'S LUTHERAN CHURCH.—

Re . Dr. Stork, Pastor.—Services in Hall, N. E. corner Arch and Broad streets, every Sabbath at 10; A. M. and 7% P. M. A. M. and 7% P. M.

NORTH PRESEYTERIAN CHURCH
Sixth street, above Green—Rev. R. W. Henry
D.D., Pastor. Services at 10% A. M., and 7% P. M
Fourth Sermon of Course to the Young, Evening, 11* Point Sermono Course & the Toung, Evening, it is not to the congregation of St. Stephen's M. E. Church, Germantown, on Sabbath, the 4th inst., at 101% o'clock A. M., in aid of their new church enterprise, Professor Barnhart at 7% P. M.

From Street, I. S. P. A. P. P. P. THE Spring Garden streets, will preach Sunday, in the morning at 10½ o'clock, and in the evening at 7½.

THIRD REFORMED DUTCH CHURCH.
Corner of Tenth and Filbert streets, Rev. J. F.
Berg, D. D., will preach in this church to-morrov.
Service at 10½ o'clock morning, and 4 o'clock, afternoon. formed Church, Green street, near Sixteenth will prach on Sunday, 4th inst. at 10½ A. M. and 7½ P. M. Subject in the evening—"Elijah Meeting Ahab." being the sixth of the series on "Elijah and His Times." Strangers always welcome.

THE SABBATH,—A MEETING OF THE Friends of the Sabbath will be held Sabbath evening, in the 1st Presbyterian church, Kensington, Girard Avenue, above Palmer street. Addresses by Rev. W. T. Eva, Pastor, Wilson Jewell, M. D., Thomas Potter, Esq., and others.

Potter, Esq., and others.

REV. T. M. CUNNINGHAM, Pastor of the Alexander Presbylerian Church, will preach in Green Hill Hall, southeast corner of Seventeenth and Poplar streets, To-morrow Afternoon, at half-past three o'clock. Seats free, All cordially invited-Sunday School, 2 o'clock, P. M.

Sunday School, 2 o'clock, P. M.

GRAND CENTENARY CELEBRATION

of the Local Preachers o the Methodist Episcopal Church, will be held at Sansom Street Hall, on

Wednesday exening next. March 7th. Rev. Bishops
Simpson and Scott are expected to be present. The

chair will be taken at 8 o'clock, when over two hundred ministers and their wives, together with a large

assembly composed of the elite of the M. E. Church

of Philadelphia, will sit down to supper, after which

religious exercises of a most interesting character

will be inaugurated. will be insugurated.
Tickets for sale at the Tract Depository, 119 North
Sixth street. Apply for them at once.

1t*

New Jersey Matters.

THE MAYORALTY .-- The nomination of THE MAYORALTY,—The nomination of Paul C. Budd, Esq. last evening, by the Union Party, of Camden, for the office of Mayor, is a fitting compilment to a worthy and efficient officer. He has filled the office for the past two years with an ability that has drawn to him the best wishes and the respect of the entire people, for he has been assiduous in discharging bis duties, which, during the time of raising troops, the payment of soldiers families, &c., were heavy and burdensome. All the business which naturally comes before a chief executor of municipal law, he has disposed of with promptness, and with a view to the best interests of the people. The Union men, therefore, should give him their undivided support.

REPUBLICAN NOMINATIONS .- The City Convention of the Republican Party, met last night and made the following nominations: Mayor, Paul C. Budd, the present occupant: Marshal, John W. Campbell; City Treasurer, Captain Samuel Hufty; City Surveyor, Edward H. Saunders, the present occupant: In the renomination of Marshal Campbell, the Convention paid a merited compliment to a most efficient and deserving officer. For devotion and vigliance in the discharge of his duties, the history of our city government can present no superior; and we hope, in his case at least, the welfare of our city will be considered of more importance than mere partisan considerations.

THE STATE MILITIA-The military asso-THE STATE MILITIA—The military asso-ciation of New Jersey, held a meeting in Trenton on the 22d ult. Adjutant General Stockton was called to the chair, and Col. Isaac S. Buckslew, of Monmoth appointed Secretary. Among other resolutions, one was adopted to petition the Legislature for a law to impose a fine of \$5 upon all persons subject to military duty under existing laws, who fail to perform the same, the fines to be paid into the State Treasury. Officers for the ensuing year were elected.

NEW RAILROAD PROPOSED .- A bill is be fore the Legislature to obtain a charter for a rallroad from Woodbury to Swedesboro, a distance of ten miles. This road will go through a very rich agricultural country, and connect quite a flourishing business town with the city of Philadelphia. The inland commerce of Swedesboro' is quite extensive, as it is the centre of an expansive and thrifty section of country, DEMOCRATIC CONVENTION.—The city convention of the Democratic party meets this evening, for the purpose of nominating municipal officers. Dr. L. F. Fieler appears to be the most prominent candidate for Mayor, and Mr. Relly Barrett for City Treasured.

CITY SOLICITOR.—General Robeson, the gentleman nominated last evening by the Union Convention, for City Solicitor, has occupied that position as several years, and is a thoroughly competent gen

MR. EZRA T. FOSTER, of Harrison, Me., had fifty-two fine, selected sheep drowned last Saturday night by the sudden overflow of his barn cellar caused by the severe

MUSICAL.

THE GERMAN OPERA was very well at tended last evening. Robert le Diable was 'played. Mme. Rotter surprised all by the excellence of her personation of "Alice," and Mlle. Naddi, as "Isabella" was extremely good. Mr. Weinlich is not an "Bertram," and "Robert" is not Mr. Himmer's best part. Mr. Armand again made a most favorable impression as "Raimband." The choral and orchestral parts were well done. This afternoon "Fra Diavolo" is attracting a large crowd. On Monday evening Rossini's greatest work, the immortal William Tell, will be played for the first time here for years. It has been a long time in preparation and a fine per-

formance may be expected. AMATEUR OPERA.-Mr. Perelli's fifth peratic performance took place last evenng at Concert Hall, which was well filled. The opera was Maria di Rohan. The part of the duchess was filled by a debutante, who revealed excellent talent and a beautiful, well-treined voice. Miss Denègre, Mr. Waterman, Mr. Durand and Mr. Nathans filled the other parts admirably.

MR. CHARLES JARVIS will give his fourth matinée in the Foyer of the Academy next Thursday, at 4 o'clock. He will play solos of Beethoven, Henselt and Chopin, and Mr. Gaertner will also play a solo. There will also be a trio by Schumann.

IMPORTANT AND PRACTICAL INVENTION THE AMERICAN ANTI-INCRUSTATOR .-Our readers will observe in to-day's paper quite a full advertisement in reference to the merits of the American Anti-Incrustator, for removing the scale from boilers. It has been thoroughly tested, and has been proved to be entirely effective. In hard imestone regions, where boilers form scale rapidly, this wonderful arrangement has entirely prevented any of this dangerous incrustation to gather; and through its agency clean boilers can at all times be secured, and a large saving effected in the fuel consumed. In Philadelphia, and, indeed, the whole country, where so many thousands of steam boilers are used, the Anti-Incrustator is an institution of very great value, as by its introduction, besides the saving in the expensive item of fuel, boilers are much less liable to explosion; and in this particular alone its merits are of so momentous a character that every person running a steam engine should have one placed in each

The President of the Company, John C. Cresson, Esq., has thoroughly investigated this matter, and from his well-known standing in the scientific world, and that of Messrs. John Edgar Thomson, Daniel H. Rockhill, James Harper, William G. Moorhead. William H. Gatzmer, and H. G. Leisenring, the gentlemen associated with him in the Board of Directors, who have given the subject much attention, the public will at once have confidence in the Anti-Incrustator, and use it.

The most experienced manufacturers and engineers in the country have endorsed this invention in the most cordial spirit, as will be seen by the advertisement and by the handsomely printed pamphlet which has been issued by the Company. Among the numerous manufacturers who have introduced the Anti-Incrustator into their boilers very recently, are Messrs Merrick & Sons, Adolph & Keen, M. W. Baldwin & Co., Seyfert, McManus & Co., of Reading, and others.

Queen Vic. has offered the Pope an asylum in England. The Pope, who does not speak very good English, "If I come, I will bring

Facts and Fancies.

Vat-I-can with me."

A negro attempted to kill an entire family in Memphis by poisoning the well. Now what did he do to kill those who were not

The N. O. Pic. complains of the accumulation of capital in that city. People whe have capital to invest like to have a choice in the matter, but in New Orleans there is N. O. Pic.

An Ohio maimed soldier writes legibly while holding the pen in his mouth. Auybody can do that by holding a pencil in the hand at the same time.

Spring is anticipated in this city by men who keep up a perpetual twittering at the street corners with bird whistles thrust in tumblers of water. The glass is blown ex-

pressly for this purpose. It is reported that Commodore Vander blit, being called on a few evenings since, gave the following sentiment:—"The health of the President of the United States: Some say his recent speech is vulgar; I say it is just." It is suggested that the Commodore's speech was incorrectly punctuated, and that what he really did saw was: "Some say his recent speech is vulgar; I say it is,-just.-

Boston Advertiser. At the last Foreign Office masquerade ball in Paris, a very tall guardsman ap-peared as an obelisk. He entered the room without apprising the people that he was

going to a-pyramid them. The Pesth correspondent of the London Daily News says the Empress of Austria has introduced the fashion of having a diamond, representing a dew drop, fixed to a real flower. At the Pesth opera, the other even-ing, Her Majesty had in her hand a bouquet of white camelias, and on each, in the centre, was a large diamond. We doubt if the fashion will become universal.

The Fenian "authorities" appear to be and have issued earnest calls for aid, urging immediate departure for some point called their destination. We hope they will use due caution, for Fenianism is a hanging matter now. One corpus has already been

AT ST. PAUL, MINNESOTA, recently a young man named John Barbelin, 18 years old, employed in the sash, blind and door factory of Caleb Knight, was caught be tween two cog-wheels and cut in two. dying instantly.

THE Custom House at Toronto, was robbed Sunday night of some \$6,000 American money. The vault was entered by means of its own key, which had been carelessly left in the building. At present no trace of the burglars can be found.

BROAD STREET.

Reply before the Committee on Law, of Councils, to the Remonstrance of the Councils, to the Remonstrance of the Owners of Property, and Persons engaged in Business on Broad Street, against the Bill for the Removal of the Rallroad Tracks from said Street and Improvements.

To the first cause of protest, viz.: Because upon the petition of any ten citizens, owning property on Broad street, anywhere be-tween Germantown and League Island, the city is imperatively required to remove the rails," we answer: That in the bill now be-fore the Committee and Councils no such petition of ten citizens is required. To the second cause of protest, viz.: "Be

cause the parties urging the passage of this bill are understood to be interested in the race course at the lower end of the city, and in property far north of the railroad and in property at not not not rather tracks at the upper end of the city," we answer: That the persons urging the recommendation by Councils of the enactment of this bill into a law by the Legislature, are citizens of Philadelphia, owners of pro-perty upon Broad and other streets, interested alike in the business, prosperity and adornment of the city, and whose names will not suffer by any comparison with those of the remonstrants. Believing that the business carried on in Broad street by such of the remonstrants as required switches into the premises owned or rented by them might be done as successfully for themselyes, and certainly with more advan-lage to the city, upon Pennsylvania Averue. Willow street, Market street, Prime street, and Ninth street, and on the west side of the Schuylkill river, they also felt that there was but one such avenue in the city as Broad street, and that it ought without hesita-tion to be cheerfully given up by the railroad companies for improvement, and their rails removed for the benefit, use and enjoyment f this entire community, whose ungrudging hands had accorded to them so many valuable rights and privileges upon other boroughfares. Of the scope and advantage f Broad street for improvement by the erection of public buildings, private residences, and for stores for business purposes, each citizen may judge for himself. Of the advantage, and profit thereby to the city, by a general enhancement of the value of property along its most central portion, and contiguous thereto, we may safely trust to the integrity and candor of Councils, whose duty and wish it is to legis-Counciis. late for the general good, and whether the removal of the railroad tracks and other obstructions therefrom would secure such increase of values of property and consequent profit to the city is scarcely to le doubted. The motives which have influenced our action in behalf of the bill before Councils may be best inferred from he manner in which it has been introduced to your attention, full publicity has been given and desired, and the Committee well know that all suggestions made in a spirit of fairness and accord, with the objects to be attained have been willingly adopted. And it is with no little regret that we find mong the remonstrants names of some gentlemen and firms, whose well known aberality, public spirit, and pride in all and adornment of the city should in this most laudable and popular enterprise be used for its defeat rather than its encourage-

The removal of the rails from Broad street is not a new matter. Public attention has for years been called to it, and its approval given. It has spoken through the and Common Councils, who in 1863 passed an ordinance, still unrepealed, for the re-moval of the city railroad tracks. The pirit of opposition which then resisted the enforcement of the ordinance, and succeeded by a decision of a bare majority of the judges of the Supreme Court, to which it appealed, is still unwilling to permit the ity and the people to accomplish the end, when it is proposed to be accomplished in be manner indicated by the Court, viz. By ompensation for the appropriation of their essements, &c. Compensation which, by he terms of the bill before you, is to be made by the contributions of private citizens. And until that is so made the rails must still remain upon the street. It might not be amiss for the remonstrants to examine the class of the improvements on the street below and above the railroad tracks, and compare them with those between Prime street and Willow, certainly no better evidence we think exists to prove the necessity for, and propriety of the removal of the cause of this difference in value and appearance. The witnesses are mute, but truthful.

To the third-"That the signers hereto are a large majority of the persons owning property and doing business in Broad street between Washington street, on the south and Spring Garden street, on the north. we answer: There appear to be about 100 emonstrants all claiming to be persons owning property and doing business on Broad street. Classified they are about as follows—say 30 dealers in coal; 3 lumber dealers; 45 produce commission and other business; a number of whom have no witch into there warehouses, and consequently no use for the tracks, and say 22 clerks, laborers and persons not owners of property, or doing business on the street, nd whose names are not in the directory of these, 100 remonstrants, 15 are the owners of lots representing 989 feet front. Within two days we are able to obtain

and present to your committee the bona fide names of 182 persons, owners of 26,396 feet front of property on the street, urging your favorable action in their behalf. Between Prime and Spring Garden streets, owners owning 3.851 feet on the street are in favor of the removal of the rails. The assertion that the 15 remonstrants constitute a majority of the owners of property, or that 71 persons doing business upon Broad street, between Prime and Spring Garden, are a majority, is not sustained by the facts, and must be to your committee, who are familiar with the length of this portion of the street, and cognizant gaged in business, are largely in excess of this number, some evidence of the wishes of the owners on this matter. We unhesi-tatingly venture the opinion, and which the knowledge of the committee will, to some extent, bear us out, that if a careful poll were made, the number of feet front on Broad street in favor of the bill, would be still more overwhelming, and of the assessed value of the property and improvements on the street, owned by the friends of the measure equally as overwhelming, while the residents who daily experience the annoyance of the rails, and are the unwilling and outraged witnesses to cruelty, abuse and maltreatment of the animals attached

to and drawing the cars, almost without To the fourth—"There is the highest authority for asserting that the proposed ordinance, if passed, would be illegal," we answer: That if an ordinance it could not be enforced for the removal of the city railroad from Vine to Southstreet, or below, but under

the decision of the Supreme Court in the cases of Kerbaugh and Branson and the Southwark Railroad (11 Wright Reports), an ordinance requiring the removal of all switches from the main track upon the street into the coal yards and warehouses of the remonstrant could be enforced whenever enacted. And the same ordinance could require the connection of the Southwark road with the City road at South street to be severed. Thus Councils possess the power whenever it may choose to exercise it of rendering the coal yards and ware-houses on Broad street more productive of revenue to its tressury than now, and the main tracks practically useless-leaving rust and decay

to effect what the ordinance of 1863 failed to do. We freely acknowledge the hardship and inconvenience which some of the remonstrants would suffer from any hasty or unreasonably short action under the bill in removing the rails and interfering with their business before locations could be obtained elsewhere. Councils have not abused their power thus far, and if animated by the spirit which enacted the ordinance of 1863, should insist upon the remonstrant indicating say one or at most two years to be given them before the rails be removed. Certainly if they are not presuggestions not injurious to the purpose of the bill, they, so few in number, should not be longer permitted to stand in the way of the wishes of the whole community—of the hest interests of the city-and of the anxious desire of hundreds of their neighbors to enjoy and profit by the removal of a nuisance which has depreciated their property and been a source of great personal discomfort. However, this is not a "proposed ordinance," but a proposed act of the Legislature, for which the approval of Councils is asked. It is submitted that it the law be passed it will be able to ac-

complish what it proposes.

To the fifth—"The expense of the proposed removal, if made, will be enormous, and that it is not right to place in the hands of any ten men that can be found interested in suburban property on Broad street, the power of compelling the City to incur such xpense for their private advantage," we answer: The expense to the City may at best be the cost of macadamizing or improving the intersection of streets, only a feet of the centre, no such provision of ten men having the power to compel the City to incur expense exists in the proposed act. To the sixth—"That their property will be decreased in value by the removal of the railroads and tracks, and the consequent removal of business from the street," we answer: That this is only the opinion of the remonstrants, sincere, it may be, but have 15 owners with the aid of 71 tenants the right, from mere apprehension of such results, to persist in keeping a public highway forever obstructed and so large a portion of its extent useless for all but their own purposes, against the already expressed opinion of Councils in the ordinance of 1863, and those who have for years and do now earnestly advocate a restoration of the street to its original and legitimate uses.

REPLY TO THE PROTEST OF CITIZENS OF PHILADELPHIA NOT OWNERS OF PRO-PERTY ON BROAD STREET, OR DOING BUSI-

NESS THEREON. To the 1st Reason of Protest, as viz:-"Ist. That they believe the maintenance of the railroad upon Broad street to be alike ne-cessary and desirable; that by it coal is disributed to families in the southern part of the city, at an average of seventy-five cents per ton cheaper than it could be doneby any other means," we answer: That against the three hundred and seventy citizens who believe that the railroad tracks on Broad street ought to be maintained, we offer the fol-

owing: "The undersigned, not owners of property nor engaged in business on Broad street, but having a knowledge of and interest in the neral business, welfare and improvement the city, and conversant with the wishes of the citizens, respectfully represent to your Honorable Bodies that the improvement of Broad street and the removal of the railroad tracks, switches and turnouts therefrom, would be hailed as a public blessing, beneficial to the owners of property upon and contiguous to it—giving to the people one street for their own see, enjoyment and recreation, free from the monopoly and legalized nuisance of Corpora-

Signed by several thousands of our most prominent and well known business firms, manufacturers, merchants and citizens. Also, the following resolutions, passed at meeting of the members of the Franklin Hose Company, whose engine house is lo-cated on Broad street, near Fitzwater. These

esolutions speak for themselves: "Whereas, An earnest and determined effort is now being made to have the railroad tracks removed from Broad street, and that agnificent avenue restored to a condition to fit it for purposes of general public use and enjoyment by our citizens, as well as a Grand Parade Ground for Civic, Military nd Firemen's Processions; therefore,

"Resolved, That as citizens, anxious for the success of all enterprises that will en-cance the beauty of Philadelphia, making it desirable alike as a place of residence, and attractive as a place of sojourn, we recognize in the present effort for the improvement of Broad street, such an enterprise as commands our encouragement and support. "Resolved, That as Firemen, both

duty and on parade, we have experienced the annoyance, danger and destructive character of the rails, switches and turnouts on Broad street, to such a degree, that it has for a large portion of its length to be avoided; and believing that the necessity no longer exists for the maintenance of these nuisances and obstructions to the free use and enjoyment of the highway by the public, we pledge our hearty aid and co-operation to accomplish their removal.
"Resolved, That we respectfully urge upon the Select and Common Councils of

the City of Philadelphia the approval of the proposed measure now before them to effect this end, and also upon our Senators and Representatives in the Legislature the enactment of the same into a law.

Resolved, That we appeal to the various organizations composing the Fire Department of the City of Philadelphia, to unite

in adopting such action in behalt of the im-provement of Broad street, as will secure to the public the unobstructed use of that street, and to the Fire Department a Grand Parade Ground for its future displays. The following fire companies thus far have responded to this appeal, "Shiffler

Hose, Southwark Hose and Engine, Vigilant Engine, Lafayette Hose, Resolution Hose, United States Engine, America Hose, Hand-in-Hand Engine, Kensington Hose, South Penn Hose, Independence Hose, Hope, Moyamensing and Good Will Hose, and presented their petitions signed by hundreds of their gallant and self-sacrificing members-these petitions, read as

"As an earnest and determined effort is now being made to have the railroad track removed from Broad street, and that mag

it for purposes of general public use and enjoyment by our citizens, as well as a Grand Parade Ground for Civic, Military and Firenen's Processions; we, the members ofhaving, as Fremen, both on duty and on parade, experienced the annoyance, danger and destructive character of the rails, switches and turn-outs on Broad street, to such degree that it has for a large portion of its length to be avoided; and believing that the necessity no longer exists for the mainto the free use and enjoyment of the highway by the public, we pledge our hearty aid and co-operation to accomplish their removal, and respectfully urge upon the Select and Common Councils of the City of Philadelphia the approval of the propo measure now before them to effect this end. tives in the Legislature the enactment of the

All these surely may be considered as an indication of the popular wish upon the question of removal of the rails on Broad

To the assertion contained in the first reason of these 370 citizens, "that by it (the Broad street railroad) coal is distributed to families in the southern part of the city at an average of 75 cents per ton cheaper than t could be done by any other means," is so startling that we may well pause to look at some of the names of these citizens who make it. The word of many of them in this community is as good as their bond, and as the statement was made in legible print over their own names as a reason why the almost universal wish in favor of this, our enterprise, should be denied, it should, in iustice to themselves and to us, be suscepti ble of some proof. They have failed to give a fact or figure to sustain it, and we now deny it, and give you thereason and figures, which we challenge them to controvert The cost of delivering a 4-wheel car of coal containing 5 tons of coal on Prime street below Broad, via Junction Railroad and via Broad street, is as follows:

Rate via Junction Railroad to PrimeStreet, below Broad Street: Per 8 wheel car, 11 tons, Teaming to yard, -8 wheel car, - - -4 wheel car, -Rate via Broad Street : Teaming to Prime Street, below

Per 4 wheel car, - - Tolls on Broad Street, - Difference between rates on Reading Road to Belmont and to Broad and Callowhill, 10 cts., per ton, or 50 cts., per 4 wheel car,

Difference in favor of Broad St., per 4 wheel car of 5 tons per

179 179 Or 3 2.5 cents per ton more by the Railroad connection on west side of Schuylkill to Prime, below Broad, than by way of Penna. avenue and Broad street, to the same point. Thus we have the Coal delivered on Prime street, below Broad, by another route than Broad street, at an increase in cost of 3 2-5 cents per ton. This higher cost is due to two causes—lst. The very low and inadequate rate of toll on the City Road—and 2d. To the unfinished condition of the Junction Railroad. Coal is delivered from the yards to the consumer's residence at any reasonable distance, say 10, 15, or 20 squares, free of cost. This fact is too familiar to you all to need proof, that no consumer pays for tends from River to River, what portion of the Southern limits of the City within 10, 15 or 20 squares, North or South of Prime st. Ccal to his customers free of cost. How then is this Coal to cost families in the Scuthern portion of the city 75 cents per ton more if the Broad Street Railroad is removed?

The statement then of these 370 citizens is so extraordinary and so wide of what efficial figures show, that we cannot undertake to extricate them from the position in which they have thus placed themselves. They have used it to defeat a commendable enterprise, and to prevent their neighbors, friends and fellow-citizens who own over 27,000 feet front on Broad street, (nearly five miles of its length and improved portion), which for years they have struggled to relieve from the depressing influence of the railroad nusance and obstruction on Broad street. Which of us are most worthy of your consideration and belief?
To the 2d reason, viz.: "By it our city

has a cheap and expeditious mode of dis tributing grain, lumber, iron and other articles, necessary to comfort and subsist-

We answer: That by the railroad connections on west side of Schuylkill, the grain, flour, produce and iron of the south and west come over Gray's Ferry bridge, Pennsylvania Railroad bridge, along Prime street into warehouses on that street, and the grain into the Elevator at the foot of Prime street on the Delaware, and from here is delivered to city consumers, as the coal is, or into vessels in the Delaware river, and with the proposed extension of the Southwark Rail-road from Prime street along Swanson street to Dock street, directly houses on the Delaware front. By the same connection traffic from the south and west comesorer Marketst, bridge into warehouses on Market street, and delivered in like manner to the city consumers. Thus the railroad connections on the west side of the Schuylkill effect with their connections with Prime street, Market street and Willow street, as a cheap and expeditious mode of distribution all and more than the Broad street connections. An examination of any recent map of the city, showing those connections, will more clearly indicate the soundness of these statements. We apprehend that the peculiar phraseology of their second reason of protest was designed to create the impression that the Broad street road was the only cheap and expeditious mode of distribution. We have shown you, however, that another and better, as cheap and more expeditious mode of distribution exists on the west side of Schuylkill with its connections, and what sound reason exists that it shall not be made to serve that exists that it shall not be made to serve that purpose, and thus relieve Broad street, and by restosing it to its legitimate uses, increase the city revenue, enhance the value of the city property upon the street, and restore to the 27,000 feet frontage upon it the advantage it has so long been deprived of. We assert, without fear of contradiction, that depots for produce, flour and fuel can be established at convenient points between the Schuylkill and Delaware, on Pennsylva-nia avenue, Willow street, and Prime street, which will bring the distributing colnts for these articles more convenient to the public than has ever yet existed. The effect of such locations on these streets, and their removal from Broad street will be to at the conclusion of the trial.

nificent avenue restored to a condition to fit it for purposes of general public use and enjoyment by our citizens, as well as a Grand Parade Ground for Civic, Military and Firesubsistance

> To the 3d and 4th cause of protest as viz: -"3d. That if it were removed, the amount of carting through and across the citywould be very largely increased, crowding the streets and taxing the consumers and necessarily.
> "4th. That they believe that it will in-

> volve the city in a very heavy expenditure 🤏 of money.' We answer-That they are as absurd and unbusiness-like as the others are selfish and, ungenerous. Asking your Committee to remember that no improvement looking to the general welfare and comfort were ever suggested that did not meet with just such suggested that did not meet with just such factious and narrow opposition from some respectable and intelligent portions of the community. We may cite the difficulties attending the introduction of gas, water, eteam fire engines, city passenger railways, Farmount Park and of consolidation of the

THE FENIANS.

THEIR EXCITEMENT OVER THE LATE NEWS.

Movements in New York and Elsewhere.

[Correspondence of the N. Y. Herald.]
Great excitement prevailed among the Irish population of the city yesterday regarding the Fenian news from their fatherland. It is generally regarded by them as morally certain that the war is now razing in Ireland. There is an immense sale of the Fenian bonds, and new circles are starting up rapidly. The Sweeny movement is, it is said, to operate as a flank, while the other; branch of the Brotherhood takes the enemy in front. Both divisions are understood to be acting in concert. The present struggle is. looked upon by Trishmen as the final fight-for their disenthralment. Meetings were heldin various portions of this city and the sur-rounding cities last night, at which great enthusiasm and a determination to be promp in aiding the battle for Irish nationality were manifested. Calls have been issued for immense Fenian demonstrations at Jones' Wood on to morrow, and at Cooper Institute on next Friday evening. Throughout the country the Fenians are swaved by the same feelings which move their brothers in the metropolis, and our telegraphic despatches show that energetic

measures are being concerted by the Order in all the principal cities and towns. Sufferings of the Gold Hunters.

The miners of Montana have had a severe

winter. The gold that has attracted thousands to the sterile mountains of that terriory, were it dug from the earth and divided among them, would be poor compensation or the suffering and destitution that many of them have undergone. It seems incredible that men should start for regions so remote from civilization without ample preparation, and an assurance that after arriving therethey would have subsistence and shelter and yet hundreds have gone, taking nothing with them over what was necessary to defray expenses to the point of destination, and trusting to luck to provide the means. of living beyond that period. It is not surprising that there should be suffering and nisery as the sequel of this improvidence. Shut in by the snows that by their depth put an end to travel and the transportation of supplies; and exposed to frosts almost as serere as those of an Arctic winter the miners in the wilds of Montana have perished by scores and hundreds during this season.
But a few weeks ago reports of such discorries as Sun River reached Virginia City and other towns in the Territory; and without waiting for spring or providing themselves with suitable clothing and proisions, hundreds of mining adventurers set off for the auriferous region, and now the report comes back to the settlement that during a snow storm, followed by such cold weather as is rarely experienced even there, over two hundred of these unfortunates perished, their frozen bodies scattered along the valley of that fatal river, while scores of escaped with limbs so badly frozen that amputation will be necessary. a picture of the life of a gold hunter that he not often looked at; but it is worth examination by those wno contemplate a journey to Montana.

Every house should be thoroughly venti-Every house should be thoroughly ventilated the first thing every morning, so as tarallow the atmosphere of the previous highsto escape. This can be done by first airing one part, then another. By doing this a house also can be the more easily warning when there are many persons collected in a room, care should be observed to keep a few inches of the window open from the tan a room, care should be observed to keep a few inches of the window open from the top, every one avoiding sitting close to or under it, as, after a time, when there are many colit, as, after a time, when there are many collected together, the atmosphere of the room a bocomes impregnated with their exhalations, and the air is thus rendered impure. By perfect ventilation there is a uniform amount of oxygen, which is the vital part of the atmosphere, and which is necessary to our very existence, maintained. Who has not noticed the disagreeable feeling produced on going from the fresh air into a room, with many persons, in which the ventilation is imperfect? At night, also, fresh air should. imperfect? At night, also, fresh air should be admitted into the room, for it is, if anything, more necessary that there should be a plentiful supply of oxygen. We have often been asked the ridiculous question if enough air cannot come in through the key ole. Certainly not. That is not fresh air. Make it a rule always to sleep with part of your window open from the top, avoiding its blowing on you. Fresh air never hurt any one, for by it we live. It is a want of it that injures. Persons seem to forget that they spend one-third of their lives in their lives a want. bed-rooms. We frequently see a man building a house bestowing all his attention on the plan of the parlors, while the fed rooms, are, to a great extent (and in some instances entirely) neglected. It had better

AT NEW YORK, a verdict of seven thousand dollars was given, yesterday, in the Supreme Court, before Judge Foster, against Messrs. Stearns, Donau & Co., for damage alleged to have been sustained by Mr. Valenting Eink by the defendance by Mr. Valenting Eink by the defendance. alleged to have been sustained by Mr. Valentine Fink, by the defendants knocking down part of his house, No. 87 Eighth avenue, in making additions and repairs to premises adjoining. Judge Foster gays severe lecture to one of plaintiff's counsel at the conclusion of the trial.

be vice versa.