

# GIBSON PEACOCK. Editor.

## OUR WHOLE COUNTRY.

# F. L. FETHERSTON. Publisher.

# **VOLUME XIX.---NO. 280.**

DIED.

O'clock. OROZER-At his residence in Upland, Delaware county, on Sunday, the 11th instant, John P. Crozer,

OBITUARY.

OBITUARY. Departed this life on Sunday morning, March 11th 1366, JAMES NEVINS. The true and active fitendship of this good man will always live in the memory of his friends. In business, his career was long honorable and successful. His family, while they deplore his loss will ever have before them an example of domestic and social vir-ture. His illness, which was mild in type and of short duration, was borne with the greatest fortitude and procomplaining resignation. In the mercy of his Sa-vitor the placed his whole trust.

EYRE & LANDELL' FOURTH AND ARCH, ARE OPENING TO-DAY FOR SPRING SALES, FASHIONABLE NEW SILKS, NOVELTIES IN DRESS GOODS, NEW STYLES SPRING SHAWLS. NEW STYLES SPRING DRESS GO JDS, FINE STOCK OF NEW GOODS.

SPECIAL NUTICES.

HOWARD HOSPITAL, Nos. 1518 and 152 Lombard street, Dispensary Department. Med catment and medicines furnished gratuitously

The "BLACK SWAN" will sing before and after the

Lecture Tickets 35 cents. to be had of T. B. Pugh. Sixth and Chestout streets, and at the door. Doors open at 7-begin at 8. mh124t rp}

NORTH AMERICAN MINING COMPANY. Office. No. 327 WALNUT street, (Second floor.) E00,000 SHARES, CAPITAL STOCK.

RECONSTRUCTION. Bev. HENRY WARD BEECHER will deliver his creat lecture on the above lateresting subject on HURSDAY EVENING, March 2d, under the

...75 cents ...75 cents

# PHILADELPHIA, TUESDAY, MARCH 13, 1866:

**DOUBLE SHEET, THREE CENTS.** 

EVENING BULLETIN.	THE FENIAN FURORE.	
(Sundays excepted) at <b>INO. 329 Chestnut Street</b> , Philadelphia. BY THE		
"Evening Bulletin Association."	Canada in Convulsions.	
GIBSON PEACOCK, F. L. FETHERSTON, ERNEST C. WALLACE. THOMAS J. WILLIAMSON. The BULLETIN is served to subscribers in the city at Beents per week, payable to the carriers, or \$3 00 per fannum.	Montreal Quaking.	
DIED	A Rivel ook- Out for the "Plue Neres "	

**DAR:B. P BRECHEMIN-On the 12th, instant, Lewis Breche-min, in the 80th year of his age. The relatives and male friends of the family, also the French Benevolent Society, are respectfully invited to attend his funeral from his late residence, No. 224 South Second street, on Thursday afternoon, at two viologie** 

[Private and Special Correspondence of the Evening Bulletin.] The various accounts of the Fenian de-County, on Sunday, the 11th instant, Jona 1. ...... aged 73 years. His relatives and friends are invited to attend his funeral on Wednesday afternoon, at 1 o'clock, with-out further notice. NEVINS-On Sunday morning, March 11th, James signs upon the Canadian lines have caused so great a hubbub, and the rumors afloat are so conflicting that we, some days since, despatched a corps of special indefatigable Nevins, Status and Status and Status, correspondents to the scene of expected action, and we hasten to lay before our readers the result of their sagacious inquiries.

NIAGARA FALLS, March 12, 1866 .- In obedience to instructions from Headquarters, No. 329 Chestnut street, Philadelphia, we have come hither on a tour of observation as to Fenian movements. Presidents O'Mahony and Roberts, and Secretaries of War, Sweeny and Killian, gave us the necessary credentials and also all their plans in advance, as usual, and we have visited all the Fenian encampments from Passamaquoddy bay to the head waters of Lake Superior, and have penetrated the Britizh Provinces to their inmost core, and learned all that was going on upon both sides of the lines. In the first place, the 17th of the present month, the natal day of the patron saint of Fenianism, is the time fixed for the grand onslaught upon the American whelp of the British lion. A strong force of Fenians has been gathered at Eastport, Maine, and when the Lecture and medicines intrished gratultously seeds and the series of the second signal for the attack is given, due notice having first been sent to the Canadian authorities, the Fenians will at once proceed to put on green uniforms and to construct rafts from the lumber "lying around loose" in that vicinity. Having launched their temporary, but gallant and invincible navy. they will at once proceed to cross the St. Croix river at its mouth, and seizing the town of St. Andrew, after notifying the Mayor of their intention to do so, they will rear the banner of St. Finnegan to the amazement of all observing Blue-Noses All the towns along the lines of the St. Croix, the St. John and the St. Lawrence will be taken in the same way, and on the same day (due notice having been given in all cases). Montreal and Quebec upon being seized will at once be placed under contribution; and the Fenian warriors are particularly charged not to take any article or any ser-

vice from a non-combatant citizen without paying full value for it, in the new ten-dollar counterfeit Fenian bonds. While these things are in progress in the

eastern portion of Canada, there will be portentous movements along the American borders of the great lakes. At Detroit one hundred thousand men will be found mustered and ready to be peppered if the occasion should demand the sacrifice. At Cleveland and Sandusky there will be two or three hundred thousand more to aid Father Finnegan in the great work in hand. Buffale will turn out its half million at least of the "Boys in Green" to convince perfidious Canada that they are not as green as they look to be, and to wrest the sole American gem from the crown of dastard Britain, having first given the usual notice of their intention to perform the latter feat. But the grand attack will be made at or near the Falls of Niagara. The Suspension bridge is strongly guarded; but the myrmidons of base Albion will (after having been notified) be flanked through Fenan skill and bravery. General Sweeny will seize the bridge over the American Fall to Goat Island, and he will then proceed to throw across a pontoon bridge to Table Rock, in front of the Clifton House. After this is accomplished, the submission of Canada to the Fenian arms will be only a ques-

ch agencies as poison, robbery and wholele assassination.

As the day following the seizure of Canada ill be Sunday, it is not likely that the vernment at Washington will recognize e Fenian belligerents until the next day he 18th). Following the precedent estabhed by England, there will be no time lost wever, and Fenian privateers and ships war will soon be issuing from every port the United States.

We have been thus circumstantial in our count of what the Fenians are doing, because we are unwilling that the New York journals should enjoy a monopoly of such intelligence. We may be slightly incorrect in some of the particulars we have given, but we are satisfied that our sources of information are just is reliable as those employed by the New Yorkers and that the

Against the attempt now making to Re-move the Railroad Freight Tracks from Broad street.

There has recently appeared in our daily papers a very elaborate reheatsal of reasons for the removal of the railroad tracks from Broad street. Will a great show of tairness, it nevertheless entirely overlooks two very prominent reasons for the continuonce of add tracks on Broad street. It is the design of this protest to show what these reasons are, and that any concla-sions deduced from premises which ignore their exist ence must be vicious and unsound. The first reason for the continuance of said track on Broad street is "abo I unmense Amount of Traffic Con-The Immense Amount of Traffic Con-

The Immense Amount of Traffic Con-ducted over them. In proof of the value and amount of this traffic, we submit the following statement. It has been carefully prepared, and is believed to be substantially correct. it recuts the number of loaded cars p-ssed by various rulin-ad companies over the said tracks during No-ven ber and Decamber, 1853, and January, 1863. Prom Penus, traine Eatbroad to points on Broad Street Baltroaa. 3,180 Eight wheel Freight cars, loaded with merchandhse, weighing. 2,255 Eight-wheel Freight Cars, loaded with merchandbse, weighing. 2,255 Eight-wheel Freight Cars, loaded with merchandbse, weighing. 2,255 Eight-wheel Freight Cars, loaded with

L erchandise, weighing. 12,667 Four-wheel Cars, loaded with coai, weigh-

weighing From Philadelphia, Germaniourn and Norristourn rbad; also West Chester Bailroad and other par ties to points on Broad Street Railroad 63 Four wheel Cars, loaded with merchandise.

represent from the city. How, then, shall we provide for it? In answering this question, we will first take up the case of the Reading ballroad and her business, as that road asems most to have attracted the attention of the Boulevard peeple. This road, as a vast receiver of coal which finds its way off her rails into every dwell-ing and factory in our great city, has in the Broad street tracts a valuable auxiliary in its cheap distribu-tion among our citizens. The use of those tracks is not a whit more a convenience to that road than to all our people. For let us for a moment suppose them to be removed from the street: In that event the eature coal receipts of our city would be concentrated in a dis-trict whese most southern boundary line would be removed round the cost of handling and deliver? The crowding of all the dealers in that article into one

be used in their stead. It is said the Reading trains could leave their own read at Bellmont Cottage, and passing over the Junction to the Market Street Bridge, or to the Gray's Ferry bridge, find in one or all of these ways access to Broad street. To one who is acquainted with the' subject, these assortions, cannot even be allowed to be specious. It is a physical impossibility that the cual trade of the Reading Haliroad could be access to the city from it that have just been indicated. Is it likely that the Pennsylvania Rallroad Company would be willing or able to place their sidings in Pow-ition at the disposel of even a small portion of the subscript of the Breading Haliroad commons trade demates very lish of the ground they occupy. It would be in the bighest degree unreasonable to ex-pect them to sacrifice their own enormous trade demates. And if they were willing to do this, and the Reading roads it serve? Where are is are the acting the street for her coal trade? Let our orgonents answer.

this, and the Heaving trains could pass into Market street, what useful purpose would it serve? Where are the accommodations on that street for her coal trade? Let our ouponents answer. But weshall be told, if that be the case, to keep moving and push the Reading freight further South upon the Junction, until we reach the Pennsylvania Haliroad bridge at a point below Woodlands Ceme-tery. We are told to take that, bridge, and so find our way to Broad street. But here again the inexorable necessities of the Pennsylvania Railroad bar our ac-cess to the city. This bridge has but a single track, and is only fitted, as it was designed, for the use of the road that owns it. Moreover, it is plain that no great railroad company would be willing to beg weekly of snother the right of entrance-into our city. It could not consent to have its bifmess wait upon the pleasure of another, and perhaps a rival road. It neither could nor ought tamely to submit to the caprices and extor-tions that might be visited upon it. The interests of the public demand that it should not so submit. But granting that the Pennsylvania Railroad Company would permit traffic foreign to ber read to pass over this hidge, the removal of the Broad street tracks, which had driven the Reading to use said bridge, would render the privilege almost valueless. The Heaolts company is denied the use of Prime street be-low Broad as a terminue, and without the use of the Broad street tracks as a means of distributing her coal, would have it the inducement to seek that qua-ter at all. The Boulevard people have published a nice little calculation, showing that it does not cost so much more to trasport a too of cost over this route than via Broad street, as had been supposed. They are im-nessely faittered by this discovery, but forgot to add, as is apparent from the reasoning of the preceding paragraph, that only a *spectran* ton or two could be thus conveyed. This fact postpones sine dir any further consideration of their arithmetical solution. The quchty of

n beel cars...... Mouve power from Gray's Ferry and shi.ting..... Total. \$3 00

Leaving a difference in favor of present Broad

the latter no grrater han it is. We now pass to the consideration of the second im-portant reason for the continuous of the tracks in aroad stret. This has been as strangely overlooked by the Bomierard people as the one we have just com by the Boub mented on.

The Necessity of Ample Bailroad Com-

The Necessity of Ample Bailroad Com-munication with the West. We presume that no main in this community will disdue the necessity to our commercial interests of ample railroad; communication with the west. New York city finds her way westward over three great routes; her cheap water line, the srie canal; the Gan-tral and the New York and Erie Bailroads. Philadel-phis has but one which can be said to belong to her in the sense in which those of New York belong to that city. We alinde, of course, to the Penasylvania Cen-tral. It so happens that the Bailimore and Ohlo and the Philadelphia, Wilmington and Bailimore Bail particular. With no disposition to speak for or against any railroad corporation, we ask out fe low citizens if

individuals to spend their private means for the em-bellishment of a public thoroughfare. Councils will, therefore, be called on to undertake the matter, a "d a loan of several millions will need to be negotiated, and a corresponding tax be imposed upon the dear people for the annual tax accruing upon the same. The pub-lic certainly would not wish to impose the excense upon a few rich men, even if in a moment of un-guarded and generous impulse they promised to bear it. Let the city government, then, beware that it does not, by unwary legislation, pile up additional burdens upon a laready overtaxed community. It is but just that we should notice in this pince the interest owned by the city in the North Pennsylvania Raliroad amounting to \$2,500,600. To sever the connec-tion by rail of this road with the south side of the city, will deprive it of a facility it now enjoys. Measures of this kind never improve the value of the property against which they are directed. Whatever advantages our argument has shown to be conferred upon the Reading Boad in the use of the Broad street tracks. Are measurably possessed by the North Pennsylvania Road. It is, therefore, of importance that they should not be measurably possessed by the North Pennsylvania Road. It is, therefore, of mortance that they should not be measurably possessed by the North Pennsylvania for a meanably leave its improvement to the opped of the same natural laws which have, developed other streets. The work will be accomplished mutch more sensibly leave its improvement to the operations of the same natural laws which have developed other streets. The work will be accomplished mutch more sensibly used is imported the rise is no force necessary to accomplish this result, save the force of circum sunces, and to that along it should be also and ware house take their place. Three is no force necessary to accomplish this result, save the force of circum sunces, and to that along it should be only under the press treat she the individuals mone the individuals n the matte

The Embellishment of Our City.

rese men at a tair price, and so control the situation. There is no necessity for dragging City Councils into the matter. There are no clitzens more desirous than ourselves that our city should be attractive to the eye. It's not, however, the first object to be aimed at by our people. We should not sacrifice to it greater and graver inte-rests, for we would thereay certainly defeat our own wishes. It might be thought attractive to have a grassy walk along our whole river front, embellished with trees, statuary and fountains, to which our citizens n ight repair on summer afternoons, but there are fow who would advocate such a use of Delaware avenue. Even an artistic eye might deem its present compara-tive ceform ity preferable to the eteminate luxury and positive imbedity displayed in supplanting business or ide pleasure. We have our city parks, and approve of such increase of their number and extension of their size as the wants of our people and a proper sense of the beauti-ni may demand. We admire Lemon Hill, and would like to set to coupy as much ground on the western side of the bcuyikill as it now does on the eastern. We would bot, herever, place a park directly on the pall of traffe. There is noom cough on the broad a can which our city is built to accommoda: both palls of the surely then trasts of the toiling merchant at a laborer are to to be less tenderly cared for than those of the relived millionsire It mus never be forgotten that the power to adorn a city is based upon the successful prosecution of trade. Destory it, and that destruction will involve all art, all beauty and all civic improvement. The Porsion of our City Naturally De-<u>
Signed for Trade</u>. To those who hyse reflected naturely upon the mat-tends northward from League Island to Willow street, nost he mainly surrendered to trade. If not wholly now, then a little later. The growth of our city, more particularly in palaces, has alwaya tended toward the invest the mainly surrendered to trade. If n

Reinitation of a Mistake made by the Bonlovardists. In the treatment of this subject we have, contrary to the example set us, tarued away from the considers-tion of minuits. We must however, correct a mis-statement of our opponents. They assert that the owners of only %9 feet fronting on Broad street, be-tween Spring Garden and Prime streets, are oppozed to the removal of the tracks. A more cateful inqu'ry elicits the fact that on South broad street the owners of 1,462 feet, and on North

i, 71 feet in lying within the limits above named, are oppose the removal of the tracks.

the removal of the tracks. **Concluding Bennarks.** The Boulevard bill just passed by Councils has been somewhat Protean in its character, now taking this form, then that. In its first form, the request of for move the tracks. This feature seemed so intensely er-clusive and a natocratic that it was deemed judicions, there are a sobre second thought to removel the bill in

The Spaniards occupy Valparaiso waters as before, and no movement in connection with the war has yet taken place. A new Spanish Admiral, to succeed Pareja, is expected by next mail-steamer. Ecuador. By this mail we learn the text of the Pro-

tocol by which Ecnador entered into an offensive and defensive allance with Chile

and Peru against Spain. It reads thus: "In the City of Quito, capital of the Re-public of Ecuador, on the 30th day of the month of January, in the year of our Lord, " 1866, his Excellency D. Jose Luis Quinones, Envoy Extraordinary and Minister Plenibaving met, by invitation of his Excel-lency Dr. Manuel Bustamante, Minister of Foreign Relations of the republic at his office, with the important object to carry out the union and alliance of their reout the union and alliance of their re-spective governments for the purpose of war against Spain, His Excellency Sr. Bustamante, with full authority and suffi-cient instructions, declared at full length; That the government and nearlest Faudor That the government and people of Ecuador considered the cause of Chile as an emi-nently American one; that the commonest of interests did not permit that Chile should find herself in the struggle without the assistance of her sisters, republics of the con-tinent; that as the unjust attack of Spain against Chile meant a threat against the bonor, dignity and rights of that republic and of all others in South America, it was the duty of all of them to unite their forces and means to defend their sovereignty and and means to defend their sovereignty and independence, which they knew how to gain united in the war of their political emancipation, and that, lastly, he pro-claimed, in the name of his government and of the Ecuadorian people, the union and alliance of the republics of Ecuador, Peru and Chile. His Excellency the Minister of Peru and the Hon. Charge d'Affaires of Chile, corresponding with the of Chile, corresponding with the noble, patriotic and American senti-ments of his Excellency Minister Bustamante, expressed theirs in the same spirit. In consequence of what is set forth above, their Excellencies the Ministers and the Honorable Charge d'Affaires resolved definitively that the republic of Ecuador forms from this date an offensive and defensive alliance with those of Chile and Peru, and forthwith makes common cause with the same republics in the war which they at present wage against Spain. Finally they resolved to give to this Protocol the character of a permanent and definitive one

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that it might immediately take effect. In witness whereof the Ministers signed and sealed with their respective seals three copies of the same tenor and date, and with one and the same object, befora us, the un-dersigned, Chief of Bureau of the Office of Foreign Affairs, Secretary of the Peruvian Legation, and Attache of the Chilean Lega-

tion. [Signed] MANUEL BUSTAMANTE, J. L. QUINONES, J. NICOLAS HURTADO. [L. S.]

Juan Leon Mera, Chief of Bureau, Office of Foreign Relations. Jose Manuel Suarez, Secretary of Peru-

vian Legation. Eusebio Larrain, Attache of Chilean Lo-

gation. On the 7th of February two notes were published by Minister Bustamante, one addressed to the Charge d'Affaires of her Catholic Majesty, informing him of the conclusion of the above alliance, and the other to the Governor of the Province of Guaya-quil, ordering him, in pursuance thereof, not to allow any Spanish vessels to take in water or supplies in Ecuadorian ports. **Pern.** 

Pern. [Callao Correspondence Panama Star and Herald.] In Lima and Callao a monetary o

A Blue Look-Uut for the Blue-Noses,? details given are just as truthful.

merchandise, weighing Cars, loaded with From Reading Railroad to points on Broad Street Bail-road. ©

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weighing. 4,845 Fiom Philodelphia, Wilmington and Baltimore Bait-road to points on Broad Strett Baltroad, 458 Four-wheel Cars, loaded with grain, &c., weighing

[For the Philadelphia Evening Bulletin.] PROTEST

ily Circle, reserved..... mb10-t

GREEN LAND STATION. The undersigned have on hand a supply of LEHIGH COAL equal to any in the market, which they prepare with great care and deliver to the residents of GERMANTOWN and its vicinity at the g prices, viz:

BROKEN OR FURNACE COAL,	\$9 00 pe	r Ton.	L
EGG OR SMALL FURNACE	9 00 .	46	l
STOVE OB RANGE	9 00	4e.	ł
SMALL STOVE OR CITY NUT	9 00	64	Ł
NUT OR OFFSNUT	8 50	64	

BINES & SHEAFF, Green Lane and North Pennsylvania Railroad. PHILAD A, Feb. 24, 1866. Or to the Yard, fe26-1mrp

### Death of Harrison Hall.

The Cincinnati papers contain a notice of the death of Mr. Harrison Hall. late of Philadelphia, who died at the first named city, on the ninth instant, in the eightieth year of his age. Mr. Hall was well known to most of our older citizens. He was the son of Mr. John H. Hall, who was Marshal of the Eastern District of Pennsylvania during the administration of the elder Adams. He was also a brother of James Hall, the Western historian. Mr. Harrison Hall was best known in this city from his connection with the Port Folio, a Philadel-phia publication which was the predecessor of the Lady's books and the literary magazines of the present day. The Port Folio was started in the year 1800 by Mr. Joseph Dennie, a well-known writer of the time, It was published first as a weekly and afterwards as a monthly magazine. During its early days, such men as John Quincy Adams. Francis Hopkinson and the elder Meredith contributed to its pages; for a season Nicholas Biddle, the famous financier was its editor, and he enriched its pages with some of the most elegant productions of his able pen. In the year 1815 Messrs John E. and Harrison Hall purchased the concern, and, with the first named gentleman as its publisher, it continued in existence until 1827, its several series filling forty-seven volumes. Mr. Harrison Hall has long been out of business, and he continued to be a resident of Philadelphia until quite recently.

MB. GEORGE HOOD, who is identified with the Academy of Music as one of its oldest and most useful officers, announces a benefit for next Monday afternoon, at which Mmes. Rotter and Johannsen and Messrs. Habelmann and Hermans will sing, and the principal artists of the Walnut, Chestnut and Arch Street theatres will also appear. The entertainment will be very attractive, and weadvise people to secure their seats early. See the advertisement.

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tion of time. Another pontoon bridge will be thrown across the river at the "Whirlpool." below the Suspension bridge, and the Fenians who succeed in crossing the river by the pontcons at this point, will be able to co-operate with the flanking party above in routing the base hirelings who are posted on the Canadian end of the suspension bridge. The specie in the banks at Ottawa, Toronto, Hamilton, Quebec and Montreal will be seized at once. (notice of the intention to seize having first been served upon their respective Presidents).and in the event of the seizers being also seized, they will be taken at once before Justice Coursal, at Montreal, and that magistrate will forthwith order the raiding Fenjans to be dismissed, and the specie to be returned to them as a legitimate prize of war.

Some of the "Reconstructed Chivalry" are here and they have offered their services to the Fenian Government. Presidents O'Mahony and Roberts proposed to put the green upon their backs and muskets in their hands; but they declared that this was not their style of fighting. They then proposed to form a Fenian chivalric bureau at the village of Niagara Falls, for the purpose of sending trunks of infected clothing to the principal Canadian cities; to arrange with hired assasins to murder the Governor-General of the British Provinces; to fire the hotels of Quebec, poison the reservoirs of Montreal, throw Canadian railway, trains off their tracks, seize lake steamers. inoculate Canadian cattle with the Rinderpest, and infest Canadian pork-tubs with trichina. This part of the programme was indignantly scouted by the Fenian chiefs. who sent the "reconstructed chivalry" off with fleas in their ears, telling them very promptly that Irishmen did not deal in

The crowding of all the dealers in that article into one neighborhood, with a view to be as near the source of supply as possible, and the cessation of competition among them in the delivery of coal to their customers, because the d fiference in the location of the yards which prompted that competition no longer existed, would evidently bring about this result. We approach then the inquiry, what will be the in-crease of cost in the carriage of coal under the regime of the Bonlevard people

crease of cost in the carriage of coat indices the team of the Boulevard people The charge of hauling by wagon, a barrel of flour from Broad and Prime streets to Broad and Vineis eight cents. Ten barrels of flour make an ordinary wagon load, and weigh about one ton. It therefore costs eighty cents per ton to transport flour over the space just named. As flour is one of the most easily band led articles of trade, it costs proportionally less then others for handling.

space just hamed. As flour is one of the most easily bancied articles of trade, it costs proportionally less than others for handling. Let us then consider what will be the expense per for for the transcortation of grain over the same das-tance By wagon. two cents per bushels charged for ones, and three cents for corn and wheat. This would make an average rate of 22; cents per bushel. Now onts will ordinarily weigh about 30 pounds to the bushel; corn, 55 pounds, wheat, 60 spounds. Con-sequently a bushel of the mixture will weigh 48 pounds grain from Broad and Prime streets of Broad and Vine, it will cost 100 cents per ton of 2,000 pounds to cerry grain over the same length of the street. Let us then state the case in terms the most favorable that can be furnished for the Boulevard people. Cost of carrying flour over said distance, 80 Cts, pr. ton do. do. grain do. do 100 cets of 2,000 point do. do. grain do. do 100 cets of the pict ation by wagon is thus obtailed, amounting to style to be a low average for the cost of trans-pictation by wagon is thus obtailed, amounting to style to be a low rate. This boasted by the Boulevard people that they do

boasted by the Boulevard people that they do It is boasted by the Boulevard people that they do not feel these 94% cents in the price of Coal. For this they owe thanks to the Broad street tracks, which hey revile. Let these be removed, and they will soon be conscious of this and other charges. It is the facil-ity which the tracks furnish for the cheap delivery of cosi from one side of the city to the other which has prevented our clitzers from feeling the cost of local transportation.

cosi from one side of the city to the other which has prevented our citizens from feeling the cost of local transportation. Let us look for a moment at the other side of the question. As matters are now arranged, cars coming to this toy over the southern roads are delivered by them to any point on the portion of Broad streat that has been named, at the micrely nominal cost of 35 cents per car of eight tons, or of 345 cents per ton. This is the othere paid by those to whem the said freight is consigned. The Loclevard people propose to raise the cost per ton from 35, to 945 cents per ton. To will us take the most unfavorable case that can be made against the Broad street tracks. A merchant on the wharf, whose consignments over the Southern roads have reached the depot at Broad and Prime streats desires to sell them without incurring the ex-pense of transportation to his own store. A purchaser at Broad and Yine streets would by Atmee dollars for the delivery of the car on his premises. This includes the cost of sending the car on the street and taking it back again. If the car should be delivered to Eighth and Market streets, the cost would be \$5 50 100. Six hundred bushels oats can be put into a car, which would make the cost of its delivery to Eighth and Market streets, the cost should be \$5 20 100. Six hundred bushels oats can be put into a cent, which more which noone can dispute must sub subter for the general trade of our city and for consumers, than a rate of \$6 cents per ton of four, and loy cited for the general trade of our city and for consumers, than a rate of \$6 cents per ton of four, and loy cents per ton of rain. If this be not an advantage to our city, then there is no superiority is railinead machinery for trans-portation of the cost of transportation. Accesse tay and ther roads, could not he delivered into the yards at cost less than down and grain the basis of our cal-there is no superiority is railinead machinery for trans-portation of the cost of transportation. A saving of sty cents per t Les us look for a moment at the other side of the

peed further remark. Proposed Substitute for Broad Street Tracks.

It is, however, asserted that there is no need to incur It is, now ever, asserted and write is no need to incur additional charges for transportation in consequence of the removal of the Broad street tracks, because the Junction road on the west side of the Schuyikili can

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roads are desirous to supply for the dedication in the particular. With no disposition to speak for or against inty railroad corporation, we ask our fe-low citizens if they are disposed to assist a project which will prevent those roads from serving our interests while seeking their own. It is plain that their freight depot should be centrally situated, so as to enable them to receive and deliver go ds tor and from the west on as favorable terms as any other lines within our city limits. Any attempt to dislocate the business of the southern roads by taking railroad tracks, and for ing them to establish their depots far away from the centre of trade, is virtually to compet them, to our own disadratage, to relinquish their own competition with the Panagytrania Central for the trade of the west. Were such a dislocation to cour from causes which we could not control, we should recard it as a mistortune. To bring it about by our own direct agency is suicidal. The depot of the Baitmore and Ohio Railroad is now located at Broad and cherry streets. If we determine, by removing the Broad street tracks, to compet that company to take up a position at Broad and Prime streets, or that vicinity, we do in effect discriminate against tin favorol her rival by the erces of drayage incurred thereby. This would perhaps be sufficient to banish the souther roads from the field of competition. It would deprive us of a valuable auxiliary to our southern trade, and that at a time when weare doing our best to build up the commerce of our port. We must be more wise than this if we wish to prosper. The means of maken by impairing the sources of our weakt. The vicitizes of Philadelinha should encourage the working of every avenue to the west. The welfare of our proposid steamship lines demands are not to be won and kept by impairing the sources of our weakt. The property is the source of the set of the dept of our proposid steamship lines demands this of us.

If every avenue to the west. The wenter of our pro-posed steamship lines demands this of us. **Ciry Revenues from Broad Street Prop**. **erg**. Let us briefly consider how the revenues of the city pre-likely to be attected by legal interference-with the trade of Broad street. Had we a Louis Napoleon at our head, and were this city another Paris, the arbi-trary process for making Houlevards now advocated by some would be more tolerable. At any rate pros-pects of this kind would, at the hands of such a man, possess that symmetry which, attends the workings of a slogle mind, armed with power to enforce its will. As it is, thure is every reason to fear that Broad street may be turned into a dreary commons, fringed with tumble-down edifices for an infinitely long period, if not tor ever, prior to the erection of palaces. Louis Napoleon would be prepared to put up his due houses at once upon the site of those removed. He would not first drive the business men from a street, and then wai for the vacated buildings to fall down, whilst as-piring citizens were reflecting how nearly next to nothing the value of the property could or educed before buying a palace site. He would not wait for vacillating millionaires to decide whether they would build, now one and then another, or at once and to g-ther. He would not wait until the displicated ap-pearance of the street would frighten the millionaires out of all thoughts of building thereon. He would not leave it an even chance whether the desarted store-houses and fifth rate factories, or into a proper Boule-vard, just end have found at least be method, dis-pate, and theroughness. What is the plan proposed to our City Councils I is clearest feature is the bankingent of our consilis that their time is ahourd, be desarted not business men. They have already received notice from Councils I is the reavest, a very large sum of money must be raised by volunary contributions from our citizens. This is intended to defray the loss to be sustained by corpora-tions and others who a

tions and others who are interested in the broad street tracks. Whilst the city patiently waits for the collection of this money and its disbursement in the proper quarter, the occupants of the Broas street warehouses and spiritless and decining condition. The buildings will have failen in value, because no longer tennated. Rents, of course, would decline or wholly cease. No repairs would be put upon condemned property, and it would speedily fail into complete dilapidation and decay. The revenues derived by the dury from the portion of the street doomed to be a Boulevard would be supended, perhaps permanently. The propriety of the word permanently, thus used, may be inferred from the fact that the Reaing Railroad will very reloc-trom the fact that the Reaing Railroad will very reloc-trom the fact that the Reaing Railroad will very reloc-trom the fact that the Reaing Railroad will very reloc-trom the fact that the Reaing Railroad will very reloc-trom the fact that the Reaing Railroad will very reloc-trom the fact that the Reaing Railroad will very reloc-trom the fact that the Reaing Railroad will very reloc-trom the fact that the Reaing Railroad will very reloc-trom the fact that the Reaing Railroad will very reloc-trom the fact that the Reaing Railroad will very reloc-trom the fact that the Reaing Railroad will very reloc-trant young the bill to estimate the value of these spointed by the bill to estimate the value of these franchises might agree to disagree; or give a verdict that would carry this matter into a court of law. Without any wish to disparage the enterprise of our-munity in behalf of a project of great public import-ance, knows how many of these most deeply interested refuse to assist. Nor will the difficulty be lessend be-ranees all this money is wanted for "a drive." The end will probably be that the city will find herself in pos-will probably be that the city will find herself in pos-will probably be that the city will find herself in pos-will probably be that the proposed Boul Tracks. Whilst the city patiently waits for the collection of this money and its disbursement in the proper quarter,

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move the tracks. This feature beemed so intensely er-clusive and a ristocratic that it was deemed judicons, upon a sober, second thought, to remodel the bill in this particular. The ten men thereafter disappeared from view, though probably acting as vigoronsiy as -ver. The first bill provides for a future possible re-ilying of the tracks, as if its projectors were haunted with a certain uneasy conscious. Less that they were about to perpetrate a blunder. The second and third forms of the bill omit this provision, but introduce a new feature, in the shape of the Broad Street Passen-er Railroad, which is discussed with such particularity is to istave one in doubt which of the two, the Boule-vard or the passenger rai road, was the primary object of the bill. This first two forms undertook ruthlessly to throw private individuals interested in the Broad street tracks overboard, to their fata. This crying in-iusuce has been very reluctantly qualified in the third hill. But insamuch as it very largely increased the smount to be raised by voluntary contribution before the track can be removed, it leaves the whole matter, whether for business or pleasure, in a state of liquirlous suspense. It is not to be inferred from this that indi-viduals should not be protected, but only that the en-tire bill is worthlers. In this conviction we hope all further legislation in avor of its provisions will be firmly withheld.

ENTRAL AND SOUTH AMERICA.

# THE SPANISH-CHILEAN WAR.

The Treaty of Alliance Between Ecuador, Chile and Peru.

A Financial Crisis in Lima and Callao.

Steamer New York, from Aspinwall 3d instant, arrived at New York yesterday, bringing later dates from Central and South

The steamer Uncle Sam was allowed to roceed to sea, after being detained for seve ral days by the Panama authorities, who, as she was suspected of conveying provisions for the Spanish fleet, threw every obstacle in the way of her leaving, From Costa Rica we learn that diphtheria

and scarlet fever were committing fearful ravages in San Jose, where upwards of 140 deaths had occurred, among them the daughter of the President of the Republic. Chile.

By the arrival at Callao of a sailing vessel which left Valparaiso on the 12th, later news had been received at the former port. Only the ironclad Numancia and one frigate remained at Valparaiso; the Vencedora and Marques de la Victoria were laying about 4 miles outside, and the rest of the blockading squadron had left, it was not known in what direction. Some supposed that they went south to look after the Peruvian and Chilean vessels: while another rumor was widely circulated in Valparaiso, to the effect that they had gone north, and that the others would soon follow them. It was others would soon follow them. It was said that the commander in chief, Mendez Nunez, when the Italian minister took leave of him, before returning to Peru, told him that he would soon see him again "there." The Spaniards had received supplies by one English and one American vessel, which had come from Montevideo, the former with coal and the latter with provisions. The foreign Con-suls at Valparaiso had had several meet-ings, and drawn up a protest against the ings, and drawn up a protest against the Commander's order prohibiting the ex-portation of coal from Chilean ports. The Peruvian frigate Amazonas had be-come a total wreck at Anoud, where she had grounded, as mentioned, a month ago.

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seemed impending. On the 19th, the Bank of La Providencia suddenly suspended payment, with an immense value in notes in the hands of the public. This bank was established about two years and a-half ago. and without cautiously making its way to a steady, safe position, all of a sudden, soon after its establishment, by the issue of its notes, created a capital which, when money began to be inquired for, with the country in a state of war, could not be realized. Added to this, the manager of the concern, St. Domingo Porras, had been falsifying accounts, had withdrawn cash to, some say, the extent of a million of dollars, and invested it on his private account in stocks here and abroad, abusing confidence and hoodwinking directors, and even the auditors of the company, on whose monthly reports public confidence has in a great measure depended: and it was only ast month that at the annual meeting of the bank a dividend with interest was declared payable to shareholders, equal to thirty-one per cent. It is said that Porras had £76,000 in bills on England lying beside him, in his own name, ready to make use of. Government has taken up the matter and appointed two investigators to make, separately, most minute investigation of everything in connection with the bank, and report. So soon after the sudden and so unexpected catastrophe, no real idea can yet be formed of the exact losses to be sustained, but an amount of commercial em-barrassment has already succeeded in these two days, that if continued, will be ruinous.

## Facts and Fancies.

Russia seeks a loan of fifteen millions. Not quite a loan; Maximilian is seeking about the same amount.

A retired actress in Newark committed suicide because her mother scolded her for being out too late. Now if she was "retired" how could her unreasonable mamma say she was out.

A telegram from Cincinnati says that a man named Slant was in that city hunting up his daughter, who had eloped from Georgetown, Ohio, with a negro. If she was a-Slant, it was not strange that she should slope.

A man went into a saloon in Bridgeport the other night, called for a few oysters, and astonished the natives by eating 165 raw. He cooly remarked, after his little lunch. that he liked to be on the outside of a few raw. In fact furors always excited him.

A. Baynes, a citizen of Caswell county, North Carolina, tried by a military com-mission for killing a freedman has been sentenced to ten years imprisonment. These Baynes of Southern Society need a more effective antidote.

The Heights of impudence-Mrs, Lee applying for the restoration of Arlington Heights,

The Saturday Press has heard of a courteous wag who in the excess of his politeness never swallowed an oyster without saying. "Good bye, valve!"

False-Calvinism.-Shakespeare said

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"There's a divinity that shapes our ends," but the French milliner is taking the place of good old Dame Nature now. Shakespeare also had an eye to spindle-shanks when he made Lady Constance ory "Hang a calf's kin on these recreant limbs ("

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